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# messing about in **BOATS**

Volume 19 - Number 17

January 15, 2002



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## Looking Ahead...

Patty & John Gerty follow up Sandy Lommen's earlier report on the annual Shallow Water Sailors' Magnum Opus Cruise published in the December 1 issue, "Peter Sails Again" with their chronicle of the second week of the cruise, "A Week With Ardea, Blue Heron & Zephyr"; Reinhard Zollitsch launches another of his long distance paddling cruise tales, this one along "New Brunswick's Gulf of St. Lawrence Shore"; while John Potts cruises on into Part 5 of his Chesapeake Bay adventure, "Circumnavigation 2001".

Nick Brown reports that "Strawberry Banke Ponders Future of the Gundalow"; Craig O'Donnell outlines "Chesapeake Light Craft's Weekend Seminars"; and the Lake Champlain Maritime Museum reports on "Highlights at LCMM in 2001".

Robb White returns with a thinly veiled progress report on his Rescue Minor project in "Building Hardware"; and we back this up with William Atkin's original article about his design published in *MoToR BoatinG*, "Shallow Draft Boat Rescue Minor".

Michael Mason tell us about the hot molded "Mahone Plycraft of the '40s-'60s"; and Ted Scharf offers up his idea for a useful bit of small boat cruising gear, "The Amazing Portable Boat Box".

Jim Michalak presents another of his recent designs, "Norm's Boat"; and Phil Bolger & Friends offer "Upgrades for the AS-29".

# Commentary...

Bob Hicks, Editor



In this issue a concentrated dose of boat design "numbers" from Ted Brewer concludes for the moment what had developed into quite a lengthy series on the topic of boat design, ranging from Robb White's freehand methods through Dennis Davis' carefully detailed approach to Ted's major yacht design outlook. All because someone suggested last summer, "how about more on boat design". The present conclusion of the topic comes about simply because we've no more pertinent material in hand at the moment from designers willing to tell us about their trade.

This brings back to mind the issue brought up last spring by Phil Bolger & Friends and Dick Newick about the potential of required "licensing" of all who would presume to design boats, large or small, put forward by a professional marine engineering society supported by the naval architect schools which would issue the required credentials for obtaining such a license following four year matriculation by those wishing to be so accredited. This threat has been around since 1997 without realization as yet, I do not know if it has made progress since last spring with the legislative bodies which would enact such regulation. I hope the concerned designers are keeping watch.

Had such regulation been in effect we've not have had Robb White's ideas to savor, nor Dennis Davis' to peruse in detail. I dunno about Ted Brewer, many of his designs are production yachts so maybe he has such credentials. None of Phil Bolger's creations we've enjoyed over ten years now would have appeared. Fred Shell's unique concepts such as his CrabClaw Cat featured a couple of issues ago, wouldn't have appeared, nor John Thomson's creative Green Heron beautifully presented in two successive issues this past fall.

Looking through our advertisers in this issue I see we'd not have Justin Vagliano's Caillou to consider, nor John Thomson's Green Heron, nor Kris Kristofferson's Kismi multihulls, nor Bob Spark's ultralight Rob Roy type decked canoes, nor Nick Schade's Guillemot kayaks, nor Platt Monfort's unique Aerolite concepts, nor Stillwater Boats' True canoe, nor any of Chesapeake Light Craft's kayak, canoe and rowing designs, nor Jim Thayers' Wee Punkin, none of Jim Michalak's

many easy to build designs such as Piragua, Glen Witt's long running Glen L design book in full, Fred Shell's Swiftys, John Lockwood's Pygmy kayaks, etc.

Nor would most of the small builders who appear on our pages be in the business for they'd be hard pressed to find designs to build without the many designers to produce them. And these are only the few who appear in this small publication, many, many more are out there designing the small boats we favor.

Well, perhaps this is now flogging a dead horse, maybe the issue has subsided, maybe the blatantly self-serving effort on the part of existing members of the Society of Nautical and Marine Engineers and the supporting schools has been laughed off by the legislative bureaucracy. But still, bureaucrats do love to set up new departments to regulate the vulnerable public, to "protect" us and to promote our "safety" ...

Relax, I'm not setting off on another of my rants about the safety mavens we are afflicted with today. Instead I am considering how marvelous it has been for us all to have so many talented people willing and able to create innovative small boat designs for professional or home building. The greatest charm of this game to me is the variety of small craft, a broad panorama of types and permutations, so much to contemplate before undertaking the next project or buying the next boat.

I doubt very much that I would be doing what I do today if we were limited to the designs, if any were forthcoming, from no-name boilerplate oriented technicians with credentials framed on their office walls claiming them as being qualified to design boats for us because they hold degrees from some school.

I can't imagine the pleasure and excitement that still drives this magazine after 19 years existing for long if our subject was limited in scope to the creations of the accredited herd, much as once the USCG proposed to do with traditional boats because the time proven traditional "designs" didn't meet the contemporary concepts of such subjects as stability in 1970. Imagine flat, rectangular small boats with flotation along both gunwales so they'd support concrete blocks placed on them without heeling! I'd have been long gone to more attractive fields of endeavour.

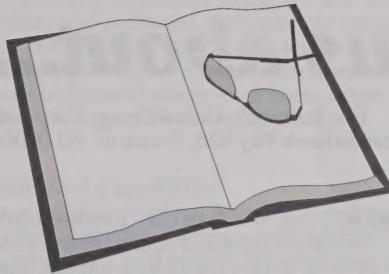
## On the Cover...

Terry Lesh's newly launched Moondance car top cruiser rests on the beach amidst other small craft. We feature Terry's "How I Built It" article on John Thomson's unique design in this issue.

As a child, the first "literary pun" I ever understood came from an episode of the old *Rocky and Bullwinkle* cartoon show, in which the heroes search for a jeweled ship's model, the *Ruby Yacht* of Omar Khayyam. Ever since, I have had affection for this particular (and rather atrocious) pun; therefore, I was favorably disposed toward an author who would employ it not only in naming his boat, but in writing his memoirs. Donald Rothschild has done both, and his book did not disappoint me.

Imagine that your favorite uncle has asked you to go for a sail on his beautifully restored 28' Stone Horse sloop. When you get to the berth, instead of the brisk spring day you expected, a cold, gray nor'easter is blowing, it is spitting rain, and the sail covers are still on. No sailing today. No matter. Down below it is warm and snug, and Uncle has a good bottle of red (never white, according to the author) wine open and breathing in front of the Shipmate stove, and best of all, he is in the mood for storytelling. You spend a splendid afternoon, glass in hand, rigging moaning overhead, listening to the tales of a lifetime spent on and around, or wanting to be on and around, the water.

Rothschild is a lawyer, legal writer, and law professor, and from the description of his career on the book's back cover, it is obvious that he has had a full professional life on land. The list of other books by this author includes *Collective Bargaining and Labor Arbitration* and *Fundamentals of Administrative Practice and Procedure* (which I have not read but can almost guarantee are not about cruising in small boats). The *Rubaiyat*, however, makes it clear how much boats and the



## Book Review

### *From the Cockpit of the Rubaiyat*

By Donald P. Rothschild  
Archer Books, Santa Maria, CA,  
2001

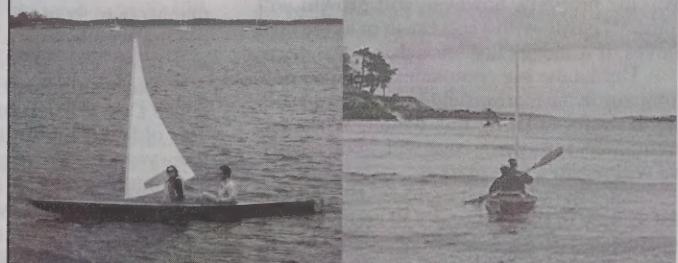
Reviewed by Sam Glasscock

sea have meant to Rothschild. Each story is introduced with a few pertinent lines from (what else) Omar Khayyam's *Rubaiyat*. The stories span 50 years or so, from Rothschild's

experiences as a young naval officer at the end of WW II through his current Stone Horse days. In between you get to hear of a variety of experiences, some serious, many amusing, occasionally laugh-out-loud funny.

Rothschild wants this collection to be more than a group of unconnected tales. He makes it clear that, like the author of the original *Rubaiyat*, he has begun to sense his own mortality. He has attempted here to define his life by his interconnection with, and increasing devotion to, the sea. He begins sailing with friends, then buys his first boat (a brand new Catalina 22, which promptly sinks), and within a few years has become so devoted to sailing that he moves to Rhode Island to be near better cruising waters. A few of these stories are gems (rubies, no doubt). There is an account of Rothschild crewing for a friend during a first disastrous sail as a member of a very proper yacht club; a classic (and very funny) tale of Murphy's Law run amok. And there is haunting account of a real disaster, perfect in its understatement, of a lost ship and a storm in the Tasman Sea that retains its ability to chill the reader, and obviously the author, after the passage of 50 years.

Fifty years of cruising yields a lot of tales, not all equally interesting. Some of the cruising accounts are, frankly, shaggy dog stories. But even these are good company, time spent with an engaging personality, and there is always another yarn coming up. At the end, when the bottle of port goes dry, and the Shipmate is dowsed, and the time comes for you and Uncle to part company again, you will find that the time together has passed all too quickly.



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# You write to us about...

## Information of Interest...

### Good Bye, Bye Bye Barnacles.

Based on an ad and article in *MAIB*, I called the Bye Bye Barnacle manufacturer and purchased a tiny can of the substance to treat my sloop's bronze propeller. I have always had a lot of barnacles collect on the prop each summer here in the Severn River, near Annapolis, MD, and was willing to try anything. Well, this past June, I applied it to the prop and also painted "BBB" in 2' letters on the full keel. Unfortunately, I also applied it to my engine water intake strainer.

I hauled the boat on October 31, four months later, and the prop did have some barnacles on it, but the test letters on the keel and the water intake strainer had about a half-inch of slime, along with the treated prop shaft! I had painted the rest of the hull in Micron CSC and it was perfectly clean. **BYE BYE** Barnacles had attracted a bunch of slime growth. I think that the new product is NOT what it is advertised to be. The slimy "BBB" surrounded by nice clean red bottom paint really was not a good advertisement for BBB!

John Potts, Crownsville, MD

### Manufacturer Responds

Bye Bye Barnacles had problems this year. Even though it is the exact formula that was very successful in 2000, about 1/3 of the product that was out there failed, as compared to almost none in the previous year.

Needless to say, we are upset, as are our customers. We do not know whether the problem is in the water or the formula. Our only consolation is that several samples of Interlux and Pettit paints that we tested alongside ours also failed. In common with Micron, these products are highly toxic. Even when we are back on the market, there will still be some soft growth. This is because we do not intend to put herbicides in our product. When Slick Barrier (The new name for the product, for reasons we do not need to go into here) is working properly, however, soft growth will come off easily with a soft brush or as the boat moves, if it moves fast enough.

Unlike the big companies, we are a new company in the marine field and cannot sit still. We are reformulating this winter. When our preliminary tests come back with good results, we will return to the market.

Anyone who has purchased or gotten a test sample in the past year will receive a free replacement of our Slick Barrier just by calling us at (800) 327-3456. In return, they will be asked to provide us with test information and, if possible, photos of the bottom at haulout.

In addition, we will be doing a lot of testing up and down the East Coast and on the Great Lakes. We will set up test sites and do frequent water testing and examination of the product in action.

This is a product that should make a difference in the problems that come from putting toxics in the water and on the land. Boat yards and marinas do not have to be toxic waste sites.

Eric P. Russell, United Energy Corp., 600 Meadowlands Pky #20, Secaucus, NJ 07094

### 2001 with the Whaling City Rowing Club

While we are still a young organization, the positive impact the Club is already making on the lives of young people and adults is very significant. During the last year the Club has taught over a hundred young people from greater New Bedford how to row whaleboats in New Bedford Harbor. Many of these children are experiencing their harbor for the first time.

Because of the Rowing Club's education programs, children now have the chance to explore Palmer's Island; row through the gate of the hurricane barrier, and compete against youth rowers from around New England in the Icebreaker Race in Boston Harbor.

What began as a small after school program for a handful of junior high students in the spring of 1999 has grown to include students in grades 5 through 12 in programs that span the entire school year and continue with summer half-day rowing camps, involving over 100 local children.

Through collaborations with the City of New Bedford, the Coalition for Buzzards Bay, the United States Coast Guard, the Whaling Museum, the YMCA and the Schooner *Ernestina*, the Rowing Club is teaching our young people about their maritime heritage, the environment, physical fitness, and teamwork.

Last, but certainly not least, the Rowing Club is teaching these young people how to have fun within a positive and constructive framework with caring adults.

The Rowing Club is also enriching the lives of adults throughout our region. Through our Open Row Program and special events, hundreds of adults have rowed whaleboats in New Bedford Harbor and surrounding waters.

At the Palmer's Island Lighthouse Relighting Ceremony, three whaleboats carried the symbolic lantern lit by Mayor Kalisz from State Pier across the harbor to the lighthouse. Our Moonlit Row and Cuttyhunk Row showed off the wonders of our harbor and bay in a way never seen before by many people.

During SummerFest, the Club's Independence Day Whaleboat Race carries on a 150 year old New Bedford tradition. Over the past three years the Rowing Club has expanded this community event by 170% and now engages over 200 rowers in fun-filled competition in front of thousands of spectators.

We invite support from any who find what we are doing of interest.

Lucy Iannotti, Executive Director, WCRC, 5 Dover St., New Bedford, MA 02740, (508) 997-4393, <wcrc@msn.com>



### Boatbuilding With Reuben Smith

The Duxbury (MA) Bay Maritime School has scheduled a winter boatbuilding course on Thursday evenings from 7-9pm running from February 7 through April 11 at the School. Reuben Smith, owner of Tumblehome Boatworks, will instruct students building a Joel White Shellback Dinghy. Interested reader should contact the school at (781) 934-7555, <dbms@duxbay.com>, www.duxbayms.com.

Duxbury Bay Maritime School Duxbury, MA

### Follow-up on Bird

I was delighted to see your reprint of Steve Callahan's excellent description of the first *Traveler* 48' tri in the December 1 issue. A wonderful second generation of this design will soon be launched in Australia with wing mast and a double berth aft cabin. The owner has soloed his 31' Val trimaran three times transatlantic, now wants more comfort and room for friends and family.

*Bird* herself is for sale for \$329,000. Last year she finished a day ahead of the second boat in a 600 mile Galveston to Vera Cruz race, all but 50 miles hard on a 25 knot west wind. 60 starters, 30 finishers.

I have just returned from a quick three day trip to tidewater Virginia with Keith Burgess delivering a 46.5' carbon fiber mast for a very experienced yachtsman. A fitting little sister to the *Traveler* class, another *Echo II* is about ready to launch near Sydney, Australia.

Another wing aka Val has just arrived in New Zealand after a solo trip from Mexico. Her owner enjoyed his South Seas sabbatical so much that he didn't leave time enough to sail home, so she's for sail, ready to go, in New Zealand.

I've always enjoyed Robb White's writings, his humor and his nautical knowledge. His recent letter to the editor mentioned that his parents lived on Marina Key in the BVI in the '30s. That's just half a mile from where Pat and I helped a friend run a small hotel and 100 ton marine railway in 1958 when we were first married. Hard work, but good memories of a time when we had the islands almost to ourselves.

Your December 1 editorial commenting on economics as it affects the big ticket toy business would, I suspect, have gotten you an "A" from my Berkeley economics and banking professors.

Dick Newick, Kittery Point, ME

### Sail Newport 2002 Schedule Set

The 2002 Preliminary Sailing Calendar for Newport and Narragansett Bay is now available to interested persons from Rhode Island's Public Sailing Center. For a copy, send us a SASE.

Sail Newport, 60 Ft. Adams Dr., Newport, RI 02840, www.sailnewport.org

### Information Needed...

#### Looking for a Chesapeake Bay Stone Horse

I would very much like to hear from anyone in the Chesapeake Bay area who sails a Stone Horse cutter.

Charles Von Hagle, 109 Stoneleigh Rd., Bel Air, MD 21014

## Opinions...

### A Disturbing Trend

I've noticed a disturbing trend of late in the small/wooden boat community, whining. Starting early this year, Harry Bryan opened the trend in *WoodenBoat* #159 with critical comments about the smog produced by powerboats. If memory serves, Robb White does little to hide his unhappiness about large powerboat ownership, a perceived example of unfair income distribution in America.

The editor jumped onboard December 1 with editorial comment about "non-essential air travel," "rampant consumerism," and a hoped-for "decline in the presence of jet skis and big outboards on the waters we enjoy."

Elitist and judgmental though this may sound, Bob Whittier battered this December 1 editorial effort on three pages on Small Boat Safety. His profile of powerboat owners/operators covers everything from income disparity ("very prosperous") to personality ("aggressive and self-centered") and lawfulness ("harbor officials . . . do nothing to upset . . . Mr. Bigbucks"). The balance of Whittier's piece criticizes everyone from business executives and engine designers to bass fisherman. Jeez Bob, give it a rest; everybody in a rowboat is a prince?

I've built both rowing and power craft out here in California, and have given considerable thought to this new aquatic whining class. Conclusion: Unlike the eastern United States with its ICW and abundant fresh water lakes and rivers, California has but few bays, lakes and estuaries on which to enjoy rowing and small boating. You folks back east live in a small boater's paradise, but like hikers confronted with the occasional motorbike or mountain bike rider, you've become so pious that anyone who dares disturb your self-congratulatory activity is to be set-upon. Before this goes further, consider the parallel plight of the motorcyclist, another minority user of America's transportation network. Motorcyclists acknowledge the risks associated with sharing the road with automobile drivers who don't even SEE them. Fewer than 10% of Americans ride motorcycles and the safe rider knows many in automobiles will turn left in front of them, the most common cause of motorcyclist-related injuries. Does this make the driver "aggressive and self-centered"? No. What it does is force the motorcyclist to anticipate the actions of ALL automotive drivers.

Likewise, Vespa riders are not allowed on California's freeways. Why? Because of the speed disparity with the normal flow of traffic! With all the water available to East Coast small boaters, perhaps the Vespa analogy should be considered, especially given the editor's background in both motorcycling and boating. Small boaters who expect every larger craft sharing the waterway to "turn left in front of them" will have a safer trip, and if you are rowing a "Vespa" don't accuse fellow boaters of aggressive driving when you venture up onto the "freeway."

Bruce Armstrong, Santa Barbara, CA

**Editor Comments:** I lived with the motorcycle/car situation for a number of years and indeed adapted and survived by exercising vigilance. Today, I dunno, what with "road rage" behaviour becoming commonplace. Our East Coast "small boater's paradise" is being

increasingly invaded by many, not just "occasional", inexperienced, high powered automobile drivers afloat who are no longer just on the nautical "freeways", but crowding into the quiet backwaters where small boats driven off these "freeways" have sought shelter.

### Twin Keel Capabilities

In the November 15th issue Gary Vaughn writes interestingly about a John Letcher designed, built, and sailed 25' double-ender *Aluetka* with double keels. As I recall, while sailing down the west side of the Mexican peninsula, the Letchers became impatient with progress to New England and opted for shipping the *Aluetka* across by Mexican railway flat car. Apparently this was accomplished fairly easily except for prohibition of wife Patti to share the liveaboard facilities while wheeled en route. Labor technicalities.

This capability of twin keeled boats should not be taken lightly. Prior to development of container vessels, deck space was both plentiful and cheap for transhipping small boats as yachts. I believe there are still numerous exceptions for Asia-built yachts. This makes a great deal of sense for persons who wish to shorten cruises for any number of reasons. So, in planning, twin keels can be considered for shallow water cruising or transhipping by boat, truck or train. A nice solution to problems in sacrificing a treasured boat for five cents on the dollar at some faraway place. With a little luck one might get away with rudimentary hull support sans a costly cradle.

Norm Benedict, Santa Maria, CA.

### Got a Chuckle

I got a chuckle out of an article and photos in the December/January issue of *Professional Boatbuilder* about the New York Yacht Club chartering the Dutch owned 456' *Super Servant* submersible yacht carrier to carry a number of its boats from Newport, RI to the Americas' Cup 150th Anniversary Jubilee in Cowes, England. The yachts were floated onto the flooded carrier, and after the ship was deballasted, jackstands were welded directly to the deck.

My chuckle was provoked by the accounts I've read in *MAIB* of guys sailing on their own bottoms to Cowes Race Week and back home in the old days.

Dave Carnell, Wilmington, NC

### To Add to the Masthead Float Debate...

Here is a photo of four floats atop the rental Hobie Cat fleet in Key West. Well, any old tourist can rent a boat and the beach boys won't have so many turtle boats to recover.

Sam Chapin, Key West, FL



### Van Wyk's Plans Are Good

I kinda went nuts over Bolger's "Insolent 60" maximum trailer sailer in the December 1 issue, but not in north Texas. Put that boat in one of these mudholes and there wouldn't be any room left for water.

I had already ordered, and received, Van Wyk's plans for akas and amas for canoes and kayaks to make them mini-tris after reading about them in the October 15 issue and found his information and plans were good.

Fun, cheap, fast and easy are always fun.  
Jack Hall, Arlington, TX

## Projects...

### Slightly Underpowered Maybe...

Here is a photo of the 16' sharpie type I built after reading Reuel Parker's book. It is slightly underpowered maybe, but lots of fun.

John Koerner, Minneapolis, MN.

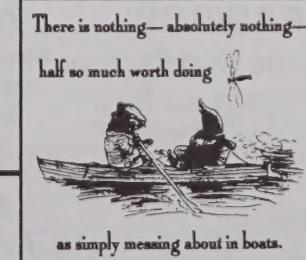


## This Magazine...

### Seem to Be in Agreement

Judging by your editorials, we seem to be in agreement over the increasing encroachment by stinkpotters, jet skis and government regulations. I tend to read Phil Bolger's, Rob White's, and Jim Thayer's articles first, then go back to read the boat show articles and travel stories. Tom Shaw's safety articles are always interesting.

Thank you for a fine magazine.  
Ed Aho, So. Berwick, ME



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Fog, for the adequately-crewed sailboat can spell trouble, for the singlehander, if he is not prepared, can be a disaster.

As a singlehander of a 23' sloop I can vouch for the latter. Caught in a sudden advection fog just inside the Race on Long Island Sound last June headed for Groton Long Point, Connecticut, I didn't have time to get a reliable fix before being socked in. The steady Force 4 southwesterly wind had me fooled. Little did I think a blanketing fog with visibility down to less than 50 yards would occur under such windy conditions.

I had just seen the Fishers Island to New London ferry pull out of Silver Eel Pond so I had a general idea of where I was. I confirmed this approximate position with my depth sounder and the chart I had on the seat with me and using a set of parallel rulers I quickly set a course for the entrance to Groton Long Point Lagoon, only four miles away.

I faced three basic unknowns in getting safely to my destination; boat speed (I had no patent log); current set (the tide was on the ebb with an easterly set but was due to turn in the next hour); and an indefinite starting fix.

I set an original course of 020 degrees N and started off on a broad reach, the wind off the port quarter. I wanted to avoid being pushed onto the rocks off Fishers Island's North Hill but hoped, by setting a course to pass close enough I could hear the bell buoy off South Dumpling Island and thereby get a definite fix.

As time went on and the boat sailed merrily through the swirling fog I, unfortunately,

## Singlehanding In a Fog

By Lionel Taylor

became thoroughly disoriented. With no one to talk to or get his or her reaction to the conditions I found myself thinking I was heading too far upwind or west, so automatically I started angling for a higher course, steering 030 degrees, 040 degrees N quite frequently. The apparent reason for this, I discovered later, was watching the windvane at the truck of the mast too closely, I had not realized that the wind had slowly changed direction from southwest to west and I was trying to continue to sail a broad reach, as I'd started, forcing my boat further and further to the east.

Suddenly, a substantial increase in lobster pot buoys brought me to my senses. There are, unfortunately, "fields" of lobster pots off the western side of Fishers Island, but the buoys were of a different color and more generally strung out. I turned on my depth sounder and found the water shoaling from the 40' I'd been running to 20'-25'. I must have been in under the approaches to North Hill, an area not only full of rocks but also a lee shore!

I quickly hardened up and took a northwesterly course to get me back into Long Island Sound again. Happily, the soundings began to increase to the former 40' depth. When I thought I was clear of the point at North Hill and out in deeper water, I changed course to due North hoping I had allowed enough for the now weakening easterly set. Since visibility was down to less than 25 yards and I was pretty sure I was in the channel between North and South Dumpling Islands, I started sounding the fog signal for a sailing vessel under way to alert the fishing vessels sailing out of Mystic and Noank to the Race area. My estimated position was confirmed by the depth sounder indicating 60'-70' of water.

I still had not heard the bell buoy off North Hill on Fishers Island, nor ten minutes later the horn on North Dumpling Island. Fog can do funny things to sound but this discrepancy gave me another serious concern. I also didn't want to pile up on the rip-rap of Sunflower Reef just west of me, which I might do if I sailed too high a course. Theoretically, I should have passed between Sunflower Reef

and North Dumpling Island if my calculations were correct for the entrance to Groton Long Point Lagoon where I moor my boat. But not hearing the horn on North Dumpling made me think I was nearer Sunflower Reef (radar beacon only) than I'd planned.

The wind had now definitely picked up to a Force 5 and the fog swirled madly around me. I lowered the jib from the cockpit using my trusty downhaul and returned to my seat at the tiller to watch my compass. This action returned the boat to a more upright position lowering boat speed and enabling me to have better control so I could hopefully spot the rocks of Sunflower Reef if my depth sounder didn't give me adequate warning. While I was forward I got my Danforth anchor and rode out of the cabin and placed them beside me on the sole in case more immediate action was required,

Whether I passed to the east or west of Sunflower Reef I never knew, for approximately 15 to 20 minutes later red nun # 24 appeared in the fog off my port bow. This buoy marks the tip of Groton Long Point and approximately 600 yards from the entrance I sought. The easterly ebb was still flowing and had set me farther down Fishers Island Sound than I'd originally anticipated. Nevertheless, I was one happy fella to find out where I was, especially after realizing if I had sailed another 200 yards to the east I would have come a cropper on the rocks off South Beach.

I hardened up and set a westerly course under power for the entrance to the Lagoon. My final leg was not without a thrill, however. I again didn't sail high enough and soon saw the depth of water drop to 10' and the swim buoys off Main Beach appear. Giving my outboard full power, I pulled away from the dangerous rocks encircling the beach and was soon gliding into the calm but still foggy waters of the Groton Long Point Lagoon.

There are some tips I would like to leave with you after my experience of singlehanding in a fog:

Whenever sailing alone, fog or no, be sure to have everything you might need for navigating close at hand. This includes a chart of the local waters, a reliable compass; fog horn; depth sounder readout; anchor and binoculars.

Always try to keep a constant running fix while underway. If this is not possible be sure to get a definite fix before a fog closes in.

Learn how to keep a fog alert. Watch the horizon and don't be fooled like I was by thinking you could never have a fog move in if the wind speed was relatively high.

Use a depth sounder, if you have one. I also keep a lead line as an alternative. It's an excellent way to determine your position and to keep you off a rocky shore. Follow a fathom line or match readings with that of your chart.

Reduce sail for better boat control, especially if an appreciable breeze is blowing, and stay well off a lee shore.

Know your tides and currents. In actuality, most of us don't allow sufficiently for current set.

Anchor, if possible, until the fog lifts. If I weren't underway and in a channel much of the time I would have done better to wait out conditions.

Know the rules of the road including fog signals for your specific power or sailboat.

Don't panic. Go slowly, trust your instrumentation and you'll get home safely.

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"Fwannah! Fwannah!" The committee boat's horn signaled the beginning of the race.

"Awesome, Dad", Ned hooted. "We're a good distance away from the starting line without a prayer of ever taking the lead, let alone winning. Looks like your master plan might actually work." I just smiled. *Buckrammer* and her crew were well on their way to glory... er, of a sort.

The adventure had begun about four hours earlier with the provisioning of our old but trustworthy bucket, a 1908-vintage Crosby catboat. Copious quantities of juice, soda, salty snacks, hot dogs and wiener buns would hopefully quell any mutinous thoughts among the teenaged hands. My two oldest children Abby, aged 16, and Ned, 14, had volunteered to accompany the old man and his older nautical wood pile from our home base in Westport, Massachusetts to Padanarum Harbor in South Dartmouth, a trip of about 12 miles to the north and east. The occasion? Nothing less than the world-famous Padanarum Rendezvous, an annual race cum blow-out party sponsored by the Catboat Association.

Abby repeatedly poked me in the solar plexus, "Now listen Dad. You've (poke) got to (poke) promise (poke) that I can be back (poke) by noon." (poke, poke, poke). Abby's new job as sailing instructor at the Spindle Rock Yacht Club demanded that she put in an afternoon hitch most Saturdays during the summer.

"No problem," I shot back, all the while thinking that the vagaries of sailing would make almost any promised schedule uncertain at best. Nevertheless our gameplan was simple, to wit:

A. Departing at 6:30am, Abby, Ned and I would sail *Buckrammer* to the Concordia docks in Padanarum with an estimated arrival time of 9:00am.

B. Sometime around 8:15am my wife Chris would drive our family car from Westport to the Concordia facilities. Chris' planned 8:45am arrival would give her ample time to park the car, walk to the head of the dock and act as our welcoming committee.

C. After meeting us, Chris would drive Abby back to the SRYC (and then go to the beach).

D. Dad and Ned would search out the Race Committee (led by Marshall Marine's own John Garfield), register for the race, obtain a vessel number and receive vital race course vectors, then...

E. *Buckrammer's* Captain and crew would cast off all lines and head off to the race.

This all seemed fairly uncomplicated.

"Just say the word, Dad and I'll let her go." Ned had loosened the mooring tackle save for a single turn. I fired up the engine, nudged the shifter into forward and barked the order, "cast off". The mooring painter dropped away. *Buckrammer* slowly gained speed, turned her nose downstream and sluiced onward... only twelve miles to go.

Heading out from Westpoint Point.



## The Last Shall Be First A Slightly-Tall Buckrammer Adventure

(Some names have been changed to protect the innocent)

By John E. Conway

Except for a frustrating lack of wind, "Part A" went fairly smoothly albeit s-l-o-w-l-y. About the midpoint of our journey, just off of Barney's Joy point, we ran across a 40' sport fisher and her crew of six hearty souls trolling along for... whatever. As we passed the fishing party with all 500 square feet or so of our gaff-rigged sail let out, one of the fishermen yelled across, in a Southern accent thick enough to cut with a knife, "Whot the HE-ell kinda rig is'n that?"

Abby honked back in her most serious voice, "Mister, you are looking at the finest, handline fishing boat ever conceived by mortal man... an honest-to-goodness, gen-u-ine, cedar on oak, antique, Crosby Cape Cod Catboat." She continued, "If you hope to catch anything larger than a silverside minnow today I'd suggest you all doff your hats and show some respect for the Old Girl as we pass."

All six men immediately removed their caps and saluted as we ghosted by. Ned and I looked at one another and whispered in whimsical disbelief, "Way to go Abby." Abby saluted back at the men as we moved past. Wouldn't you know it, about a quarter-mile later the stillness was broken by the sound of cheering coming from the cockpit of the sport fisher. As *Buckrammer's* crew watched in humble disbelief, two 36" stripers were landed. Maybe there is something to the concept of giving catboats a little extra respect.



On the way to Padanarum.

Round about 9:30am our cat glided past the protective breakwater that forms the outer limits of Padanarum Harbor proper. "You're going the wrong way Skipper!" A fiberglass Marshall Cat 22 passed us to port. Her skipper, Captain Lund, hands cupped to mouth and his eyes full of business, admonished us as his craft flew by. Sure enough, the plastic catboat

was closely followed by 30 to 40 additional catboats all heading outward bound toward the starting line. The floatilla was well on its way to the starting point.

Abby and Ned looked at me with their famous "what is wrong with this picture?" stare. "Not to worry," I offered back, "this is all part of the master plan. Look, the race doesn't start for a half an hour or so. This gives us oodles of time to meet up with your mother, drop off Abby, get our committee number and race layout then shove off."

"Er, Right!" Abby sympathized in return.

But, within a few minutes, *Buckrammer* pulled into the Concordia dock. Ned hopped out, secured the dock lines and scanned the area. "I wonder where our welcoming committee is hiding?" Mother Conway was nowhere to be seen. Ned continued, "'Do you think she got tired of waiting and left?"

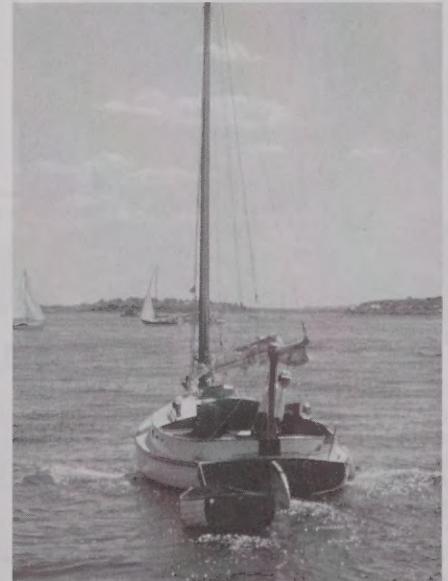


Registering at the Concordia dock.

Abby piped up, "Not a chance, but tell you what, I'll look around for mom while you sailor-boys get the number and course map." Seemed like a plan.

After some good-natured "latecomer" ribbing by the race committee members, Ned and I got everything we needed from John Garfield to be considered "race legal". Meanwhile, Abby had located Chris at the water fountain inside of the Concordia shop. The men and the women said quick good-byes and *Buckrammer* zipped off to join up with the fleet.

Playing catch-up to the fleet.



"Hey, Dad, unless you haven't noticed we've lost this race before the darn thing has even started."

I glowed with an inner satisfaction. "That is precisely the game, my Dear Watson."

"Huh?", Ned quizzed.

I chirped back, "Well if the time-honored Padanarum Rendezvous race tradition holds this year, the best-est, most wonderful-est prizes will go to the last cat across the line. THAT is what you, me and *Buckrammer* must try our hardest to secure, last place." All which brings us back to the beginning of our tale and to a point about 250 yards away from the starting line with the "Fwannah! Fwannah!" sound blaring across the water.

"You're still going the wrong way!" Dozens of cats whizzed past, having crossed the line, hell-bent for the first mark. Ned and I exchanged smug winks.

"OK, *Buckrammer*," the Racemaster good-naturedly laughed over, "you've crossed the line and are on the way. Godspeed."

Ned took over the helm. He had been training all summer long with 420s in one of the New Bedford Yacht Club's wonderful racing programs. Now he had a chance to apply all that he had learned with a "real boat". "To make things right, we've first got to catch up with the other old wooden boats," I instructed. Ned winced. Yet with his aggressive skill I didn't think that this would be as hard as he thought.

*Buckrammer* is one of the last fishing catboats designed and built by Charles Crosby prior to his producing the famous "Sea" series of racing cats (*Sea Hound*, *Sea Mew*, *Sea Horse* and *Sea Wolf*). A few years back, in first-season trials, my family had been amazed by the speed (typical cruising of 5 knots or better) with which the beamy woodpile moved along. We have speculated that many of the design elements that made "Uncle Charlie's Sea-boats" nimble winners must have been incorporated into our 91 year-old hull. In fact, during the previous year, under very favorable conditions, our digital speedometer had registered 9.2 knots for a few minutes on a beam reach while surfing. So we knew that the old girl had what it takes to "pick up her skirts and fly".

*Buckrammer* moves up the line.



Slowly, we began to gain on the gang ahead. By the time the second mark passed astern, *Buckrammer* had caught up with the trailing boat, a 1930s H. Winfred Crosby cat, *Rachet*. We waved across to *Rachet* skipper Dave Hill and his family. Dave waved back. "Looking gooood, *Buckrammer*!"

Creeping past the old cat, we scanned ahead to identify the next target. A peek

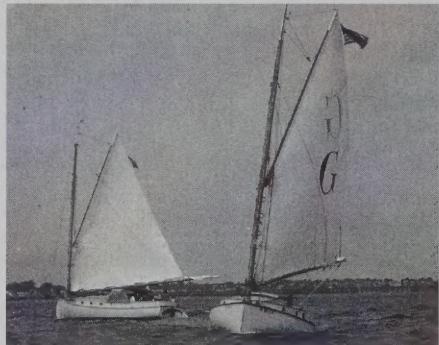
through the binoculars revealed *Digger*, a classic, Fenwick Williams-design cat captained by Tom Madison. Ten minutes later, Madison's fine craft was also left in our wake. Ned-ly was doing all right for himself.

One by one *Buckrammer* passed several other classic gaff-riggers, *Cape Lady* and *American Flyer*. Soon we found ourselves somewhere in the middle of the pack. "Geez dad! If we're not careful, *Buckrammer* might just win this thing."

Interesting thought, but I knew better. The lead positions were solidly held by two impeccable boats, the Phinney/Burt cat *Molly Rose* (Eric Peterson, Captain) and H.F.Crosby's *Genevieve* (Bob Luckraft, Captain). Captains Peterson and Luckraft were among the best racing skippers in the Catboat Association and had always won nearly every race that they had put their minds to.



*Genevieve* and *Molly Rose* play finish line tag.



"Good point, Ned," I chimed in. "What say we break for a spot of lunch?"

Ned replied, "Capital plan old bean."

I went below and gathered up our gas grill, a package of hot dogs, some rolls and the requisite condiments as Ned eased off on the mainsheet. The grill was quickly set up in *Buckrammer*'s cockpit. Before long the smell of toasted buns and grilled meat filled the air. As we lolled along munching our way to full tummies, several of the previously overtaken vessels glided past.

Luffing up for lunch.



"What's the matter, *Buckrammer*?" one of the passing skippers shouted. "Did someone step on the brakes?" Ned and I just chuckled as the second round of dogs came off the spit. This strategic racing stuff was hard work.

We got through lunch and, tempting thought that it was, avoided taking a nap. After all we did have a race to win (lose?). Ned observed, "We are clearly in last place once more Captain. Permission granted to close up the rear and lose this thing?"

"Permission granted," I commanded.

Ned and I both knew that a purposeful last place finish would take a tremendous amount of skill. This was especially true in competition with the wily bunch of rogues and rascals that populate the Padanarum Rendezvous. Many of the race's participants were seasoned veterans of last place victories. Poor old *Buckrammer* could expect our competitors to execute a barrage of cunning maneuvers and tricks in the last legs of this event. Both Ned and I now steered ourselves for the coming ordeal. *Buckrammer* rounded the second-to-last mark and the stage was set for a contest of epic proportions.

Picture the situation. A fleet of forty or so catboats snoring along in a smoky sou'wester with five old wooden things bringing up the rear vying for the coveted last place position. Poetic!

At this point in the drama, allow me to hit the pause button and explain: The Elemental, US Rules of Last-Is-First Racing (LIF'R)

1. No anchoring allowed (includes drogue or sea anchors unlike in International Rules).

2. The vessel must continue forward movement toward the mark or line (no luffing up).

3. The sail must be unfurled at all times.

4. The race concludes no longer than one hour after the first vessel crosses the line.

Motto: Any fool can cross the line first. It takes REAL SKILL to finish last on purpose.

Now, back to the race. Captain Tom Madison's 28' *Digger* led the pack toward the finish line. Close behind lay *Rachet*, Captain Dave Hill at the helm. These boats were followed by Cal Parkin's *Cape Lady* and by our own *Buckrammer*, both vessels abeam of one another. *Pinklewink*, skippered by Bill Serle, brought up the rear, holding the potentially winning, position.

"Geez Dad," Ned observed, "Digger looks like she's giving up and crossing the line ahead of the pack."

"Don't believe that for an instant," I shot back. "Tom Madison is one of the cagiest characters afloat." And on top of that he chose that old Down East seadog Max Phyfe as his crewmate. That makes for a deadly combo." Sure enough within seconds *Digger* scandalized her gaff boom and spilled most of the wind out of her sail. Looking much like a large gull with a broken wing, the old catboat slowed to a proverbial crawl while still a hundred yards off the line; a brilliant maneuver. In rapid succession all of the other cats followed suit, all that is except *Pinklewink*.

Captain Cal, his *Cape Lady* a mere 30' off our port side, hailed my son and I. "Yahoo! Looks like old *Pinklewink* has a jammed peak halyard and can't lower her gaff. There's no way she can slow down in time. She's a gonner." Cal was right. With her halyard stuck, the *Winkster* could not scandalize. As we

watched, the full 15 knots of Bzzard's Bay breeze continued to puff out her main and she whizzed right through the fleet to take the leading and losing position among the five. Dave Hill taunted as *Pinklewink* zoomed past, "Hey Bill! Next time oil the peak blocks before the season begins. Ha Ha!" Cap'n Bill was not a happy camper.

*Rachet* now began executing a series of port and starboard tacks and jibes... the classic but dangerous "Lazy Z" tactic made so famous by the late catboat LIF'R race-ace John M. Lovens. Ned looked worried. "I can't believe *Rachet* is jibing with the building southerly at her back. Cap'n Dave could really hurt his rig or himself. But I've got to hand it to him. If that big tub *Rachet* survives tacking and jibing all over the line, old Dave might force us and *Cape Lady* into a stationary luff-up and a DQ."

In a flash, *Rachet* experienced an explosive jibe that popped her halyard blocks right out of their bridles. With a noise that would rattle Davy Jones himself, all of her 550 square feet of sail and rig came down with a bang. Fortunately, no one was hurt by the mishap. After making sure that everyone aboard *Rachet* was without injury, we scooted past. I yelled over to Dave, "Disqualified, Disqualified, DQ, DQ. A furled sail puts you out of the race buddy."

Though two of our competitors had now dropped out, a pair remained, and they were two of the most devilishly clever cats that ever ghosted along, *Digger* and *Cape Lady*.

The finish line approached as *Digger*, *Cape Lady* and *Buckrammer*, dead abeam of one another, attempted to jockey for last position. All boats had reduced sail to mere threads to minimize forward motion. Yet, even with reduced canvas, wind and current conspired to nudge the old cats onward. *Cape Lady* began to pull ahead of the three by a whisker and Cap'n Cal was noticeably perturbed. "*Cape Lady* has about a foot more freeboard than either *Digger* or *Bucky*," I observed to Ned, "and the wind has more hull to grab hold of. This will be hard for Cal to overcome."

But no sooner had I spoken these words than *Cape Lady* began to drop back. Ned was first to realize how Cap'n Cal has accomplished the impossible. "That scalawag is lowering his centerboard to the max. See he's cranking the board winch." Sure enough, Cal had totally lowered old *Lady*'s board and this added a just enough water resistance to impart some serious braking action. She dropped behind us and took up the rear. With only yards to go before the line, this seemed to give Cal the edge.

"Hey boys," Parkins yelled over, "where's the fire?" *Digger*'s Tom Madison and Max Phyne boiled. Quickly both *Digger* and *Buckrammer* followed suit and lowered their centerboards as well. Both slowed, but the finish was going to be close. With feet to spare from the line, all three vessels began to once again, come into alignment. Cal's smile began to fade. Ned broke the quiet. "Geez dad, this could end up in a three-way tie."

The amazed looks from the Committee Boat's members told the same tale... this would be the first time such an occurrence has taken place. With inches to go, Racemaster Garfield raised the checkered pennant and positioned himself to end the race.

The flags, the flags... take in the flags," Ned shouted at me with a gale force. "Quick

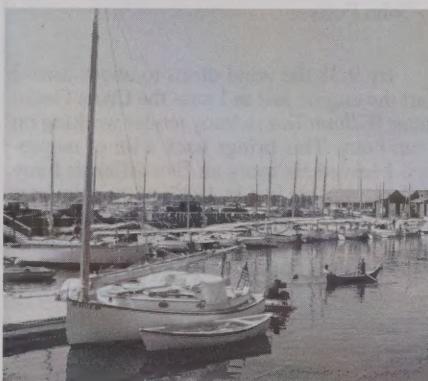
Dad, drop *Buckrammer*'s flags." Addled, middle-ager that I am, it took a few seconds to grasp the boy's command. Then it hit me. *Buckrammer* flew two flags, a Catboat Association pennant aloft on a so-called pig-stick near the mast head, and Old Glory, strung from the end of the spruce gaff boom. On our present heading, both of these were catching just enough of a breeze to impart a tad of forward motion.

I sprang out of the cockpit, ran forward and quickly doused the Association pennant at the mast. I then raced to the end of the main boom, uncleated the gaff flag halyard and furled Old Glory. Ned had been right. We (amazingly) slowed down by about a tenth of a knot.

The other boats immediately recognized Ned's tactic. Cal pulled in *Cape Lady*'s banners but to little avail. Her high, wind-friendly freeboard dominated the situation and she crossed the line ahead of the pack. *Digger*'s crew raced to spill her flags and pennants but, with no time left, the crew realized that her massive, gaff-mounted ensign was permanently attached...no halyard. *Digger*'s U.S. Ensign roiled and fluttered in the building Sou'westerly and gently propelled the craft along, ever so slightly more than us, toward the line.

Captain Madison and his able "Number One", Phyne, a tad red from, undoubtedly, a little too much sun, looked helplessly over at *Buckrammer* as she dropped a skosh back.

"Fwannahh, Fwannahh, Fwannahh, Fwannahhhhhh!" The Race Committee horn let loose, and the Racemaster yelled over; "*Buckrammer*, you're the last boat across. You win." Ned and I danced a little jig in the cockpit. The victorious loss was ours!



The catboat fleet celebrates the day's racing.

## Epilogue

Needless to say, the wonderful Padanaram Rendezvous traditions were indeed upheld again that year. To begin the ceremony, Catboat Association member and artist extraordinaire Samantha "Sammy" Smith passed out one of her handcrafted catboat watercolors to each and every race participant. Padanaram Rendezvous racers have come to treasure these wonderful gifts and the even more wonderful Sammy who, I'm told, works tirelessly to produce the 40 or so paintings for this event.

For her first-place finish in the old wood category, *Genevieve* captured the coveted and well-deserved half-hull trophy. A number of other trophies were awarded for the first fiberglass cat across the line, for the oldest skipper and so on.

For our hard-won, last-place finish, *Buckrammer*'s crew took home sweatshirts with the traditional, LIF'R, upside down gaff sail emblazoned across the chest. Ned and I would proudly wear, and display these relics for many years to come; symbols of outstanding, strategic seamanship and unbridled nap avoidance.

It just didn't get any better.



Ned and his inverse-gaff, sweatshirt trophy.



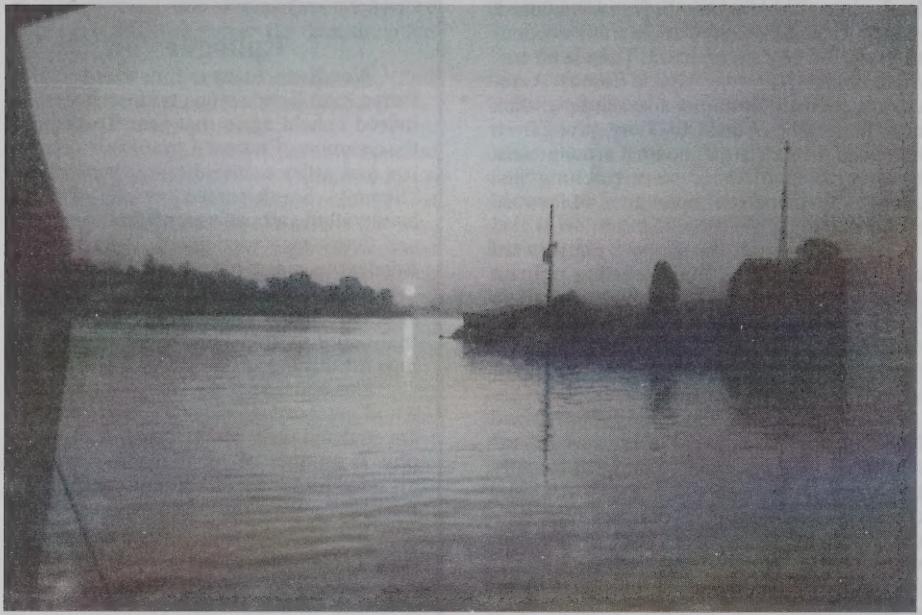
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Sunrise departure, Chesapeake City, Maryland.

On Day 4, I awake to 52 degree temperature and near calm winds. I get underway just after my dockmates at 6:03 AM. The sunrise is spectacular color and I take a few photos. The current in the C&D Canal is flooding to the east as predicted. At 6:40 I pass a tug and barge heading west. My speed is 4.5 knots with still a slight ebb, by 7:30 my speed picks up to 5.4. My dock partners and two other sailboats disappear up ahead. I don't get to pass many boats in the *Sandee Lee*. Heading into the sun all the way in the canal is kind of uncomfortable on the eyes. Nearing the east entrance to the canal, my speed soars to 6.5 knots at 8:27 AM.

It took 2 hours and 24 minutes to transit the 12 miles from Chesapeake City to the canal east entrance. As I turn south into the Delaware River, there seems to be a light westerly wind so I secure the engine and hoist sail. The slight wind and the current move me along at 3.5 to 4 knots. I sure misfigured the current in the Delaware River as I expect it to be going toward the north, not the south.

Coast Guard cutter *William Tate*.



tender in 1976. I decommissioned my last tender, the 177' *Juniper* in St. Petersburg, Florida. Several years ago, the Coast Guard commissioned a whole new generation of large buoy tenders and designated them as the Juniper class after my old ship. I was disappointed that they did not invite the old *Juniper*'s last skipper to the commissioning ceremony. The Coast Guard was long overdue to replace the aging fleet of ocean-going buoy tenders; the old fleet was commissioned in the late 1930s and early 1940s, and some are still in commission at this writing, I believe.

#### Days Four and Five, Delaware Bay

At 9:55 I am abeam the Salem Nuclear Power Plant. The stack is quite an imposing sight. Several large ships pass me in both directions as I maintain a track just outside the main ship channel.

At 1:15 I begin turning easterly toward the Cohansay River with Ship John Shoal Light House abeam. I steer a strict GPS course line in accordance with the Coast Pilot recommendation to not veer from a course in line with the dredged channel entrance. I have no GPS track past the green marker on the north side of the Cohansay River entrance. I am not sure what I will find past that point except for a hope that I will be able to anchor just inside the entrance island without traveling far up the muddy river. I turned right at the green marker and went behind the small entrance island with 7' to 9' of water initially. But close to the island my fathometer shows 30' to 50' of water! I look for some shallower but still protected water to drop anchor in. I find a 16' spot near the marsh on the mainland side and lower the anchor at about 1:55 PM. This is a pretty spot in the western end of Cohansay Cove. The outer island has some sandy beach and a lot of bird life.

The tide is going out and dropping fast. About 5:15 another sailboat comes into the cove. While watching this sailboat, I notice that I am about 20' from the mud bank shore. I surely didn't start out that close. I start the engine and weigh anchor. The anchor comes up real easy, too easy, like it had not set properly due to a sandy or rocky bottom. I move out and drop it again in about 24' of water and again try to make sure it is holding.

The new sailboat came close enough to hail and I discover its homeport is Arnold, Maryland, and one of the occupants lives in Millersville, a few miles from my home in Crownsville, Maryland. I was surprised that they anchored over in the deep hole I discovered on the way in. The temperature is sunny and warm, around 80 degrees. I have 110' of anchor line out this time compared to 70' before. The anchor seems to be holding this time. I call Sandee on the cell phone and left a voice mail message that tomorrow I will pass by my next planned anchorage at Maurice River and go straight to Breakwater Harbor at Lewes, Delaware, and Cape Henlopen.

At 7:30 PM. I take my luxurious shower from the solar heated water bag on the fore deck. The water is really warm this time, however, the breeze feels cool on my wet body, the poor man's boat shower!

I take out the clay flute I made and play for a bit and read another chapter of my meditation book for the trip, *Communion With God*. The 6:00 PM weather report sounded more promising with a front or two moving through the area tomorrow, clear high pressure areas

that sit and sit and make boring sailing! The tide is really low now, a 6' drop and staying down a long time, it seems. This means it should be low in the morning here, hope I don't touch bottom going out! The temperature is down to 70 degrees and a few more knots of wind from the WNW, more than all day. Today I motored for 7 hours and only sailed for 1 hour.

I disconnected the fuel tank air vent hose earlier and blew it out, it had a little fuel in it so now it should fill a lot easier the next time I add fuel. The sunset has some subtle and interesting color to it. I miss my Sandee! She writes in her Day 4 note: "I've been praying for fair seas and good wind. Are my prayers doing any good? I love you." The birds are making a strange cadence, a cricket-like noise, ashore as the sun sets.

**Day 5, Friday, May 11, 2001**  
**Cohansey River to Harbor of Refuge, Cape Henlopen**

After a restless night interrupted by frequent checks to see if the anchor was dragging (it wasn't), I get underway at 5:47 AM, my earliest departure yet, and a beautiful sunrise greets me. The air temperature is 65 degrees with clear skies and wind SW at 6 knots. No problem navigating out of the small cove following my GPS track made as I entered the cove. By 6:12 AM I am abeam Skip John Shoal Light House where an outbound tanker passes. The light is interesting and classic, so I take a couple of photos.

My speed is 8 knots with the current, engine, and sails. At 6:30 I try it with just the sails and for a whole 15 minutes I did 6.3 knots, then the wind dies and I lose steerageway, so I go back on the engine for a speed of 8.2 knots over ground! The ole gal never went so fast, I'll wager! A while later I sensed some wind and tried the sails, but in 16 minutes the wind quits again. I engaged the auto tiller and the engine and let them do their thing for the rest of the day's voyage.

While the auto tiller and engine were making my life easy, I called my oldest daughter Vicki in Little Rock, Arkansas, and chatted with her for a while via cell phone.

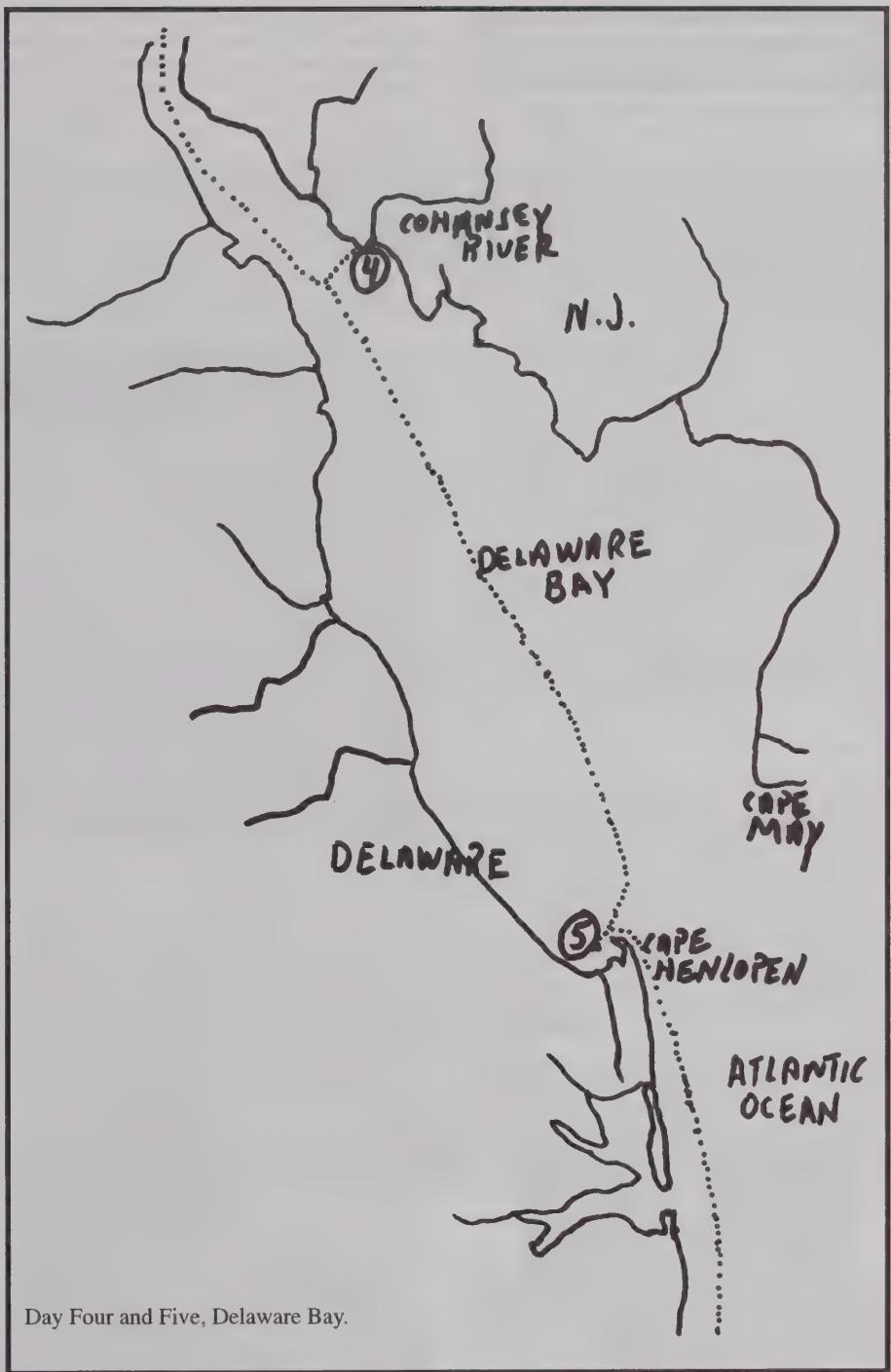
At 9:33 AM I am abeam 14 Foot Bank Light to starboard making only 4.9 knots. Recreation fishermen are on the bank fishing. By 10:40 I am abeam Brandywine Shoal Light making only 3.2 knots against a flood current.

By 11:30 we start getting ocean swells as the chop of Delaware Bay from ship's wakes fade away, a much better ride. I begin to see numerous dolphins as close as 100' away.

As I steady up on the last course to Breakwater Harbor entrance at Cape Henlopen, I am on a southerly course and feel a very cool southerly wind of about 15 knots, now I get a breeze! I'm almost to the anchorage!

The beach at Cape Henlopen has obviously shoaled out into the water, so I have to deviate from the GPS track a little to avoid running aground. That is a problem with charts, the last surveys were a LONG time ago in most cases. NOAA is really behind and knows it.

At 2:10 PM I anchor 200 yards behind the breakwater. The wind is suddenly warm and swings around from the west at about 12 knots. My voyage today took 8 hours 22 minutes, I sailed only 35 minutes. The engine is performing great for a 23-year-old one-cylinder diesel!

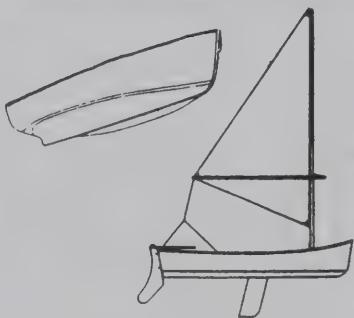


Day Four and Five, Delaware Bay.

Cohansey River Entrance, Day 4.



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This anchorage is an interesting place. I am about 800 yards from the beach at Cape Henlopen and about 1000 yards from the Atlantic Ocean on the other side of the Cape. So I am very close to the beginning of my first ocean-side voyage under sail. I can see the ferry terminal at Lewes, Delaware, and the ferry leaves regularly for Cape May.

The weather forecast (why do I even pay attention to it?) is SW 15 to 20 with scattered showers and storms tomorrow. For Sunday, it is even worse, northerly at 25 knots! No wind all week hardly and now I'm going to get it all! I may have to spend an extra day or two in this anchorage and I am feeling a little impatient to get on with it, the story of my life. I programmed my cell phone to display when I cut it on, "Smell The Roses." It hasn't helped much. Oh well, I will get underway early in the morning and stick my bow sprit outside and if it is too rough, I'll just turn around and come back, no big deal. I reef the main sail so I won't have to do it in rough seas and wind tomorrow. It will be easier to take the reef out in decent conditions than put it in under adverse weather.

**(To Be Continued)**



Sunrise, Day 5 departure.

Cape John Shoal Light.

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Breakwater Harbor with Cape Henlopen Beach background, Delaware Bay entrance.



# The Frantic Pace Of Leisure Or a Weekly Windle With Auckland's Ancient Mariners

By Mark Steele

For those who are perplexed by the word "windle" (and you won't find it in the dictionary!), it is the gentle pastime of those who choose to sail model sailing boats for pleasure, relaxation and friendship, as opposed to those whose aim it is to seriously race the International Marblehead, 1M and other classes as they pursue success while scratching their itches of competitive urge.

In Auckland, New Zealand, a mainly retired group (not a club) has been meeting every Thursday morning at a small lake called Onepoto, just north of the harbour bridge that links the north shore with the city. They are the Ancient Mariners, now after several years almost an institution drawing interest from people in other parts of the city who come to watch mainly classic style schooners, ketches, sloops and other style of sailing boat models being sailed on the rather pretty stretch of water.

This is what I like to refer to as the frantic pace of leisure at its very best, for me, a weekly opportunity to ignore the clock, in fact, not give a tinker's damn about the passage of time. Many of us grew up with model boats, and sailing ones in particular, those like myself living in a British colony, having enjoyed access to the little sailing yachts produced in the thirties to forties period in Britain. They were simple, they were small and they free-sailed well, and I remember many a morning spent with my father, knee deep in seawater on the Atlantic coast, when I enjoyed sailing one he had given me, its stern carefully secured by string tethered kite-like to a block that my little hands held onto for dear life. These were the days of *Whale* and I in all our glory!

We have come a long way now, and today's Ancient Mariners sail often highly detailed and meticulously built models, their sails and rudders controlled by radio, and I have to fess up and say that my private indulgence takes place every Thursday, where model sailing boats, water and peace, fuse to form a special kind of magic. For those of us who are retired, and have left behind those years of life that for some, were often tainted with overwork and overpressure, Thursday mornings provide the opportunity to sail lovely little model vessels while being as introverted or extroverted as we choose. It is an opportunity also to let the imagination run riot as we revel in a private passion amid like-minded friends, sailing our boats up and down, and across the lake as if there were no tomorrow.

Our Ancient Mariner group pays no fees, and there are no titles such as Commodore, and apart from our twelve inch long "Footy" class boats, there is no racing. It makes for a happy mix of laid back activity, the opportunity to share ideas, to converse, share humour, enquire about each other's health and family.

Once a year we stage a larger than usual Classic Day of Sail, when we invite friends with similar interests to join us for a sail and

refreshment pondside, all of this taking place within two miles, if that, of the America's Cup village where big money and guarding of secrets, high fences, covered boats, often tarnish the image of yachting overall.

Model yachting is great fun, and the way

we indulge our fantasies each Thursday, is a small but good example of a better world, where fellowship and friendship are two commendable factors within a damn good day's sail. Try it, I think you will be hooked, line and sinker.



A passing at sea!

Roy Lake launches his English fishing smack *Geronimo*.



Malcolm Wilkinson's schooner *Dolphin*, a regular at the pond.



Size matters not - the writer with his 12" Footy, *Sixpence*.



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## 2001 at Atlantic Challenge Foundation

By Cate Cronin, Executive Director

During the past year, we have made great strides toward programming and the completion of our physical plant, thanks to the generous grant from MBNA America and the hard work of staff and volunteers.

The pier is now complete and we are ready to host the Atlantic Challenge Festival next July. Our Community Sailing youngsters, including 150 new sailors added this season, will no longer have to suffer shore days because the tide doesn't allow us to launch the Opti prams. The Apprenticeshop has been brought up to code and in late December we will have launched the boats built this year. The Bragg Building/Education Center is nearing completion so our programs have space to operate. With the completion of the Education Center lecture series and classes can resume. We will now be able to hold all programs from a single location.

While we are actively pursuing our objectives toward self-supporting programming, the fees just don't cover total costs, nor do they allow for the scholarships, which are such an important part of our organization. Program scholarships give everyone, no matter what their income level, the opportunity to participate in all that is offered here at Atlantic Challenge Foundation.

As we have reflected on the events of September we have also reflected on our organization and its programs. We have come away with renewed commitment that there is no better time than now to promote tolerance, build bridges between generations and among people both internationally and locally. We invite the financial support of those who share our goals.

For further information about Atlantic Challenge Foundation, please contact us at 643 Main St., Rockland, ME 04841, (207) 594-1800, [www.atlanticchallenge.com](http://www.atlanticchallenge.com) or [www.apprenticeshop.com](http://www.apprenticeshop.com), [<info@atlanticchallenge.com>](mailto:<info@atlanticchallenge.com>)

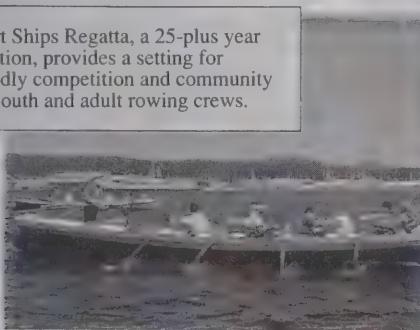


Five-day Leadership Expeditions give disadvantaged teens new confidence and the ability to work within a team.



Community Sailing lessons, with scholarships available, give children and adults the opportunity to test their individual strengths, develop new skills, and learn seamanship.

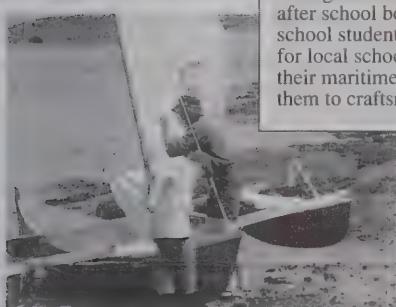
Short Ships Regatta, a 25-plus year tradition, provides a setting for friendly competition and community for youth and adult rowing crews.



An international exchange and friendly competition of seamanship and boatbuilding will take place in July of 2002. More than 300 youths from 10 countries will gather here in Rockland to participate. The festival will also include maritime heritage, community boating and boatbuilding, and a WoodenBoat Show.



Youngsters explore their abilities in our after school boatbuilding for middle-school students and "hands-on" programs for local schools, connect students with their maritime heritage and introduce them to craftsmanship and seamanship.



Regular community use of our four 38' gigs inspires leadership and a sense of community among teens and adults - in Belfast and Rockland, Maine; Queens, New York City, and Cape Cod, Massachusetts.



Apprentices learn all aspects of wooden boat construction and seamanship while living and working together, broadening their horizons with new skills, and an understanding of their value in their own small community and the community at large. In 2001 they have built a 32' Cornish Pilot gig, the *Light Horseman*, the historic replica of Capt. George Waymouth's 1605 long boat, a 15' and a 13' Whitehall, a Delaware Ducker, as well as the 22' Lobster Boat.

# Building Moondance

By Terry Lesh

Over the years I've built, restored and enjoyed several boats including, a 12' skiff, 15' *Popular Mechanic's* Sunfish outboard cabin cruiser, several prams, 16' sailing Gloucester Gull, 32' Banks dory schooner, several kayaks, and a Drascombe Longboat.

While still enjoying the Longboat I wanted something I could handle by myself. Something I could stick on the car and head for the high lakes or coastal sloughs and just hang out with a minimum of loading and rigging, maybe even camp out overnight. At age 65, 6', and 240lbs I needed a safe, self rescuing, easily handling/loading, small boat I could feel secure in solo remote gunkholing. The Moondance has full length sleep-on decks with lots of stowage space below, and positive flotation.

I bought John Thomson's Moondance plans several years ago, just about wearing them out dreaming and studying over the de-

tails of construction. Now retired, I just finished building her and am quite pleased with the process and the results.

I always try to build a model before starting the actual project. This aids greatly in understanding the designer's thinking, processes, sequences and possible problems to be solved. To do this, I took John's panel layout sheet (not the full size plans) where he shows how to fit all the boat parts onto six sheets of plywood, to the copy store and had them expand the copy until I had approximately a 1"=1 scale. I traced the parts onto some modeling balsa, cut them out and built the model, including all the spars, rigging and sail.

Building Moondance went smoothly, following the step-by-step instructions John provides. His plans and instructions are complete, telling what to do when, how to build the spars, rudder, daggerboard, tiller, oars, sail, tent and even some neat little running rigging aids. The construction method is stitch and glue, and goes quite fast. John's estimate of 60 hours is fairly close. Working two or three hours a day, I started in November, and was finished in time for the Depoe Bay Wooden Boat Show in April.

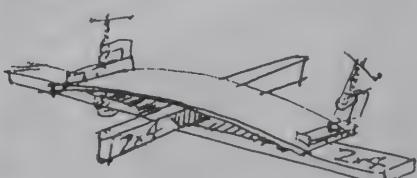
Tracing the parts to the plywood sheets is perhaps the most difficult part of the building process. While they are full size plans, John's drawings are all overlaid on each other using different line structures for each part. They are well labeled, but take some concentration and visualization to find them all.

When I bought the plywood (4mm lauan) I also bought from the dealer six sheets of plywood shipping cardboard (same size as the plywood). Using large sheets of carbon tracing paper (available from Glen-L Marine Design) I traced the patterns onto the cardboard and cut them out. This helped immensely when laying out the patterns to maximize plywood panel use.

To save my back and make access to the building process easy, especially when handling the hull, I built a pair of 24" high sawhorses, notched three 8' 2"x4"s to make a working platform. After tracing out the parts on all the plywood sheets, being damn sure to mark them as to what they were, I coated both sides with two applications of epoxy resin.

The little cordless Black & Decker handheld circular saw makes nice even, gently curved cuts for getting out the parts from the plywood, saving you the time of fairing the edges before assembly, otherwise a handheld jigsaw works.

The only trick not fully clear in the plans is how to get the curved or bent shape in the transom, mast partner and seat back. This amounts to laminating the parts for each of these and bending them over a 2"x4" jig as shown below.



Bending transom, mast partner and seat back over form.

I used long plastic ties to assemble the hull, just cutting off the ends with side cutting pliers prior to filleting and glassing. I don't



Building the model aids comprehension, visualization and motivation.



Author discusses Moondance camp cruiser with James Orr at Depoe Wooden Boat Show. (Photo courtesy John Kohnen <Jkohnen~boatlinks.com>)

Workhorses are 24" high with 2"x4" 8' stringers notched to stabilize form.



like using wires because they have to be removed, and they are always sticking me somewhere during the process. The remaining tie clamps and loops will be covered with epoxy fillets.

After the main hull parts were tied together (being sure to leave the ties loose until the hull is lined up, level and rocker), I leveled everything, being sure there were no twists in the hull. I did this by putting in the spacers, and using levels for and aft, adjusting the hull shape with clamps and ropes.

Before levelling it all out, I marked clearly on the inside bottom and sides where the flotation tanks and tops would go, and put in an 8' 2" x 4" resting at the transom end of the bottom and at the bow end. I placed a 3" block in the middle of this temporary stringer to get the rocker shape to the bottom. I assumed that the tank tops (decks) were even (parallel) with the waterline. This rocker is achieved by adjusting the beam spacers.

To be sure the hull was true (i.e. the stern is perpendicular to the bow) I measured the diagonals from the point of the bow to the port and starboard ends of the transom, adjusting things until these measurements were equal. Placing levels across the hull near the transom and at the mast thwart cutouts near the bow I adjusted the hull with clamps, ropes, wedges and shims on the work form until all was even and level. Eyeballing the thing a lot from different perspectives until I liked what I saw, I then tightened the plastic ties, rechecking hull fairness and adjusting as required.

When I was satisfied that the hull was square, level and there were no twists in it, I filleted all the inside seams with epoxy/woodflower mix. I went to the local cabinet shop and got a gallon bucket of sanding dust (free) for this purpose. I could also have used glass microspheres, also called quartz microspheres. I did not use the plastic micro balloons as these are not strong enough for making fillets. While the woodflour mix is harder to sand fair, I think it is stronger for a seam or joint.

Before filleting, I measured and cut all fiberglass tape seam strips needed to cover the fillets. Making an 8" wide by 36" long tray with lips all around and a drain opening at one end for a wetting out box. I took a 1" x 12" x 3' board and nailed a 1" x 2" flange all around the outside edge, leaving a 1" gap on one edge to drain out the excess resin.

After filleting, I laid out glass tapes in the box, wet out with epoxy using a squeegee, and laid them in on the fillets in the hull. A good trick to smooth out the seams and save a lot of sanding is to get some dressmaker's nylon dress liner, cut in strips to match your tapes. This is called peel ply. You lay the peel ply dry over the wetted out glass tape on the fillets and roll with a small finely toothed roller to smooth out the seam. When the epoxy has cured, pull off the peel ply.

When all the inside seams had cured, I rolled over the hull, ground off all the sharp edges and rough spots, and taped the outside seams. I bought a cheap (about \$18) 4-1/2" angle grinder from Harbor Freight just for this job, using 60, 80 and 120 grit disks.

After fairing, I fiberglassed the bottom, installed the outer keel and metal keel strip, primed and painted the outside of the hull, and rolled it back over.

I assembled the tank frames with the after bulkhead and inner side bulkheads and in



Adjusting beam spreaders to get proper rocker.

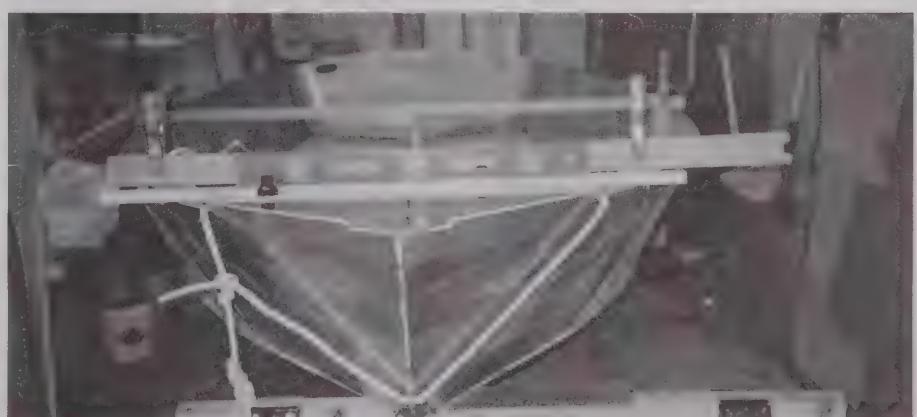


Adjusting temporary spreaders to get proper rocker.



Checking spreader, levels and squareness from the stern.

Checking forward hull evenness to stern by placing level in notches for mast partner.





The tank access ports were obtained from Glen-L.



Tank bulkheads attached to inside of hull. Note tabs port and starboard for attaching tank decks.



Plastic bottles with tight caps provide additional security for flotation system (be sure to wash and dry them first).

Full decks allow sleeping/sunbathing for two. Note mast thwart/cleat arrangement forward, and back-rest cleat aft. (Photo courtesy John Kohnen)



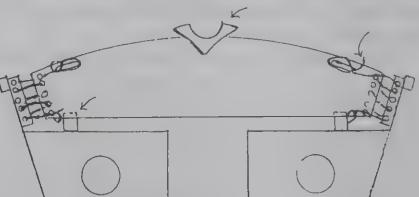
stalled on the marks inside the hull.

After the tank frames, stem and mast thwart were installed (these are all tied in, filleted and taped just as the hull was done), I primed the inside of the tanks and filled them with plastic bottles. I don't know if this is really necessary, but I did it anyway, since really watertight tanks are almost impossible to keep that way. Some type of port or other sealable vent should be built into the tanks, as they will sweat and otherwise somehow get a little water in them. They need to be able to dry out.

Not called for in the plans, but a strong, handy addition, is a working bowstem. This one is carved to resemble *Nessie*. The buttons on top are table leg sliders to protect the stem when the boat is rolled over.

I covered the tanks with the deck plates making sure there was a good seal both to the tank top frames and the hull sides. The building instructions cover this quite well, as they do for the daggerboard and rudder and tiller parts. For the rudder I went to the local machine shop and had one cut out from 1/4" aluminum, which I then ground and fairied with the angle grinder (grinding stone wheel), cost was about \$25. I wanted a heavier than wooden rudder blade so I could rig a swing-up line (the metal rudder blade will automatically sink and stay down while underway. With a line attached to the bottom tail end and tied off at the seat back, I can haul it up as I beach.

The backrest (seat back) is a detail that needed modification from the original plans. John has made some changes in his plan revisions, but I still didn't like the idea of having the backrest permanently mounted to the hull. I epoxied 1"x2" pine strips at a slight aft diagonal from the vertical (so the backrest would lean back a little) to the insides of the hull port and starboard just at the aft end of the tank bulkheads. I drilled four or five 1/4" holes evenly spaced in the strips and in the edges of the seat back. The seat back is then laced to the strips with 1/8" nylon line tied off to small cleats port and starboard of the seatback. If required, it might need 1" dowel blocks put in just in front of the seat back, port and starboard, to keep it from tilting in too much at the bottom. Using the same idea as John's tiller control device, I made a mast crutch that fits over the seat back for transporting.



My hull turned out to be 11' 7" long, 5' 3" wide, and under 100 pounds (without the seatback, deck plates, daggerboard, and rudder assembly). It is easily lifted to the top of my Subaru Legacy via rolling pin rollers I fastened to the wind deflector on the tailgate.

John's instructions are clear on building the masts and sprit rig spars. I used white Oregon pine, with a Z joint for scarfing 2"x4"x8' boards together. There were some knots but I filled them with epoxy and wood floor as needed before the final cutting out. They have worked very well. After scarfing the pieces together, marking out the dimensions with a chalkline, I made a rough cut out with a regu-

lar sized circular saw. The spars were then hand planed down to their final shape.

Making the spars went a whole easier than I thought they would. Hand planning to the final shape gives a real feel of craftsmanship. I never would have thought I could make spars, now I am not afraid. It was necessary to keep my plane very sharp and keeping it that way. Each type of wood planes differently. The White Oregon Pine planes very easily and the cuts are smooth. When laying out the 2"x4"s for splicing (scarfing) I tried to line up the grains along the longitudinal stress of the spar.

On my maiden voyage at the Dexter Lake Messabout, while I was taking the boat out on a small trailer, I hit a tree branch at the launch



After splicing 2"x 4's together, mast shape is laid out with chalk line.

ramp with the mast rigged. The mast cracked severely with a loud snap and shook the whole boat and car. The crack occurred just at the mast step, along the lines of grain following the scarf (but not the glue line). When I got home I spread the crack wider, filled it with Gorilla Glue, clamped it, and then refinished with it cured. I can't even tell where the crack was.

The sail I bought from Douglas Fowler, as suggested in the plans. It was \$350, and very professionally done. It would be fairly easy to make, but I wanted a good job on this boat as I anticipate I will use it more than one might think. I want to be proud, because she attracts a lot of attention.

I installed a Min-Kota 30lb thrust electric motor I bought for \$89 new at a local discount store (Bi-Mart), and the Min-Kota 120ah battery. The Min-Kota battery can be discharged down to a little over 60%, whereas most deep cycles will only hold up when discharged to 50% capacity.

Performance under sail is much better than I expected. She is quick to respond, comes about on a dime even in slack winds, is very stable and a lot faster than one would expect for such a short, wide hull. I overhauled an 18' Banks dory type with a gaff rig, and keep up with most everything in the up to 16'



The stem is set in a bed of epoxy woodflour mix.



Windance (center) hangs out on beach at Dexter Lake Messabout (photo courtesy John Kohnen).

Moondance design shows catboat like stern and beam shape. Note seat back lacing cleats, and tiller control on top of seat back.



Flat bottom is perfect for car topping, note metal stripped keel, required for beaching.



# ATLANTIC COASTAL KAYAKER

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range around here. With one person aboard, there is some hull slapping upwind. With two aboard she sails even better and quite silently.

The 30lb thrust electric motor is quite adequate, especially with the "power prop" attached, scooting the hull along at about 4 knots +/- . At the lowest speed settings, the whole rig is just perfect for lollygagging around the harbor. Min-Kota makes a handy-dandy battery meter than fits in the palm of your hand. Doing some research on batteries, and trial runs I have worked out the following run-time/discharge table:

Videos of building moondance (2) are available from theboatshop.com for about \$45. If you've never built a stitch and glue boat, these are very helpful. I also referred to Sam Devlin's book on sewn seam boatbuilding (*Devlin's Boatbuilding*).

Raka has good prices on epoxy stuff, Glen-L is a good source for hardware bits and pieces. I did order my rigging pulleys from West Marine because they had the nicest for the best price.

My costs were like this: About \$80 for lauan plywood, around \$200 for epoxy and supplies, \$100 for paint\*, \$350 for the sail, around \$300 for motor, deep cycle battery and automatic charger, around \$40 or less for the pine boards for braces, spars, etc., \$25 for the aluminum rudder blade, and about \$60 for rigging, steering and grounding hardware.

\*I have done a lot of experimentation with paint. For the Moondance I used West Marine oil based primer, and SeaGloss polyurethane, very expensive at more than \$20 a quart. I mixed microballoons with the primer to get a nice fairing job with sanding. The results were beautiful, but not nearly as durable as I would like.

I was going to use latex after reading too many articles on it. I experimented with Ace's highest grade latex gloss and did not like it. It

took a long time to dry over the epoxy/primed hull, left gross brush strokes, had low gloss and was not durable at all (scratched easily) and would not sand worth a damn. That was when I decided to go with the more expensive polyurethane.

Still not entirely satisfied, I kept experimenting with latex paints. I think I have finally found one that works, and it is amazingly cheap at \$6 a quart. Rust-Oleum Painter's Touch gloss indoor/outdoor latex flows on nicely, sands well, levels out good and dries to a very good high gloss finish. And it is tough! My system (over epoxy sealed plywood) is to use the Rust-Oleum Painter's Touch Primer first, two coats, sanding each one, then two coats of gloss finish.

I have built a couple of models using this system, and am very satisfied, it is going on my next boat (Jim Michalak's Toto). The secret here is to let the epoxy cure as long as is practical (the longer the better) longer in damp weather no matter what the temperature. Letting the primer dry very thoroughly between coats and between final sanding and topcoats is vital.

John has now designed the Green Heron, which is very similar to the Moondance but has the following differences. The hull is a foot longer, 9" wider, has a forward V section in the bow and a very unique bird watching/tenting set-up. It weighs 130lbs, making it somewhat more difficult to cartop for one person. My loading system is from the rear of the car. I have not tried the loading system John suggests in his plans.

Anyone in the Northwest interested in a local Moondance Messabout this summer can contact me at <terrylesh33@yahoo.com>. I live near Dorena Lake, in Cottage Grove, Oregon, which has good launching, sailing, hamburgers and a nice campground.

Smooth building and fair winds!

Min-Kota 30# thrust electric motor performance data with 125 Amp Hour Deep Cycle Battery to 60% discharge

HRS @

Chg	V	AH	SP1	SP2	SP3	SP4	SP5
F	12.7	75	20	10	5	3.3	2.5
2/3	12.2	49.5	13.2	6.6	3.3	2.2	1.6
1/3	11.7	24.7	6.6	3.3	1.6	1.1	.5

At a little under 100lbs, Windance rides happily on my Subaru. I rigged rolling pins on the wind deflector on the rear hatch. When loading, the rear window is protected with a pad and the bow lifted up to the rollers. I then move around to the transom and lift/roll the hull onto the cartop rack. Easy!



Some years ago I was the recipient of a few of life's little disruptives, an unexpected divorce concurrent with a layoff on a Total Disability basis. However, being a child of the Great Depression days I had quite adequate civilian and government (NSLI) insurance which, combined with SS allowed me to spend all my time around boats. I immediately acquired small wooden and fiberglass sailboats and laid up a 14 x 4 Whitehall with cat rig out of FG.

Endless hours of pleasant harbor sailing up main channels and backwaters fed my insatiable interest on boat looking. In turn I developed a personalized salvage approach, naturally involving older wooden boats abandoned by virtue of slip fees unpaid, odd or crummy looks, always filthy dirty, and occasionally in need of paint. The drill was to "salvage" these old turkeys by virtue of tracking down owners with cash-in-hand and relocating them to a better locale such as a middle class marina. I exercised utmost care in my purchasing.

As shaky as it sounds, there is never any reason to sell an unsafe boat nor make a dishonest dollar. Your customer most often is a Dreamer like yourself, but real hard-nosed on obtaining the lowest possible purchase price. You point out availability of marine surveyors, cost of slip fees, certain repair cost, but this to little avail as the person "knows boats". I found newspaper ads useless, but occasional penny saver entries quite productive. In all cases a few Hell Weeks was needed for bilge-to-deck cleanups. Occasionally a few hull repairs and sometimes removal of some obtrusive appendage as a flying bridge by means of a large claw hammer and free lift by the yard crane. Most marinas prohibit display of FOR SALE signs as they encourage boarding by lookers performing all manner of small damage and mischief.

Your best (and only) friends are the Marina Operator who is primarily interested in uninterrupted slip fees, and a resident Yacht Broker interested in very occasional sales commissions, but mostly in having a Second Person who can handle complexities of lower class or problem vessels. After I'd established a good record of acquisition and sales, the Marina Operator would obtain title to some yacht that was abandoned and running up slip fees, and offer it to me gratis providing I paid the expected month's slip fees and deposit. In the sales process I was expected to weed out unsuitable buyers, or Liveabards who have a remarkable penchant for accumulating trash such as whiskey bottles, old cars and the like, often respectable appearing persons whose comings and goings don't always reflect their liveaboard way of life.

Now, let's examine some Good News and some Bad News and the main personal requirement, Imagination. Properly based and applied you can probably succeed in this tenuous business. Poorly based and applied you'll be about the sorriest person in history trying to divest yourself of a major maritime turkey.

Good News: A large ketch sank near a harbor entrance, and a known writer, being familiar with maritime matters, felt it could be raised by use of local diving talent and a zillion inflated tire tubes. Word has it was towed to a yard for remarkably small hull repairs and subsequently sold for \$50,000. By chance I talked to the marine surveyor who had made the original sale determination of

## Boat Salvaging For The Amateur

By Norm Benedict

\$500. Why? He was deeply concerned that the submerged vessel, like all submerged vessels, could have been a Menace to Navigation.

Then the Bad News: A highly experienced Marina Operator got carried away with the slip fees obtainable from a speculator with two WWII salvage tugs. Fine, except the Speculator took off for parts unknown leaving tugs unsaleable and apparently indisposible. Back to the Menace to Navigation factor, by the time all the USCG, environmental, etc., papers and permits were obtained it cost the Marina Operator about \$10,000 to have the tugs towed to some approved scuttling area. And with hopes during their deterioration process no flotsam or jetsam would come floating harmfully to the surface.

Let's examine the Imagination factor on two points; (1) salvage method, and (2) my own (perhaps fortunate) Untried Ultimate Salvage. Some extreme wave conditions grounded a tug but good. The salvager obtained it for a song, then rented a large Caterpillar bulldozer capable of making a channel big enough for sufficient water to get the tug floated. I never got into big time efforts like that, but it certainly was simple enough and not overly costly.

Then, like most boat lovers, I got the incurable Trod The Deck Disease, or lust for a boat big enough to walk around on. Now I'd known a large steam tug dry storaged so long you could almost put your fingers in the seams. I'd make a router fixture to clean out the seams, and then tap or glue in suitable wooden splines. Naturally, the rust bucket power plant would be lifted out by a rented crane, possibly free for giving it to the operator for scrap selling.

Do remember scrap values. One guy bought a skeleton of a very large sailboat as he felt he could make a profit from removal and sale of the metal fastenings. Another guy bought a long-stored Block Islander by tracking down the Estate Owner. Without asking the amount, I asked how he determined his offering price. He stated he three-dimensioned the massive lead ballast and found he could profit by scrapping it alone.

But back to my Untried Ultimate Salvage. I'd fill the newly spliced-seam hull with water to see if it was reasonably watertight, then find some trucker or boat mover with a low-boy trailer to transport the tug to a yard having a crane or travellift large enough for launching. Then I'd calculate how much cement ballast would be needed to lower the hull to its lines. Insert plywood separator and have large bolts on hand to insert as the travel-mix dockside poured in the cement ballast, the plywood/bolt stuff to make it easy to lift the ballast out block-by-block if needed. Then install some workable GMC 6-71 and cobble up a great reduction ratio befitting the existing shaft and propeller. If all went well I could trod the decks of my very own tug that had enough propulsion to get around. Fun or dumb?

Now, let's examine the equation: Fairly Smart/Colossally Dumb. Note the very fine line differentiating the extremes. And how to finance such machinations? I had a good standing with my local bank and could stop by for

short term loans never exceeding \$3,000, or I might have a thousand or two from some preceding event. Believe me, this'll put some action in your otherwise moribund life. And you can count on Dreamer No. 2 eventually coming along wanting to take you to the cleaners in buying your creation. Note the word "eventually", this to be considered with ongoing Slip Fee/Time element. Oh, and never tell the bank guy the money is for a boat.

Los Angeles' San Pedro Harbor is one of the busiest and most successful commercial harbors in the world. Note "commercial". Yachtsmen must really struggle for space, and increasing slip fee costs eventually put me back on dry land. Having two or three unsold biggies runs a knee-buckling monthly slip cost up. I made out, but the overhead got too spooky for happy survival. The aforementioned Fine Line simply got too fine.

In the November 1st issue, page 18, Bradford Lytle extolls the virtues of Rule 12v pumps. Here is your third best friend. Example, I fell in love with a 42' repurposed sailboat. The Marina Operator kindly gave me the name of the bank holding the contract, understood to be \$5,000. I enticed the banker with my offer to take the \$5,000 over but he practically ran me out of the place envisioning bigger prospects.

I bided a few weeks of inclement weather, took a look inside the hull, and phoned the banker his boat was flooded. He arrived immediately and we stood knee-deep water in the cabin and he hand-shaked my offer of \$1,500. Point is, he couldn't tell the differences between downcoming rain water and up-welling salt water. I departed after lowering the little Rule pump in and returned in a few hours with my new boat bone dry. Rules cost \$10 in those days, I found mine in a mud ball in the bilge of an old salvaged boat.

Of course there are some snakes in the garden. One guy working in a large fiberglass boat shop opted for a bare hull in lieu of wages and had a nice lined 36' in his driveway. He sought me out with an offer of \$3,000 including replacing the lost Ownership Pink Slip, a \$3 affair. In California yachts are handled like car registration and sales, including a nice \$2.50 title search. The fax machine from Sacramento started filling out a long record of liens against the hull.

So one can't be too careful title-wise. An overly converted picket boat I had caught the eye of a real Bull of the Woods buyer who arrived with \$4,000 and no argument. Very fortunately the broker penned, "No survey, no guarantee" on the transfer papers. Sure enough, in two weeks he was back raving about the poor condition of the fuel tanks, but the disclaimer sent him away. He unequivocally was the title owner, not me.

It is vital to remember liens follow boats. I wonder how many buyers from disheartened cruiser types in the Caribbean learn the hard way. There is one class of "United States" registration where the boat number is heavily chiseled in a main hull member. I found such a hull and also the small government office that had the records. Subsequently I found the owner's house and his face turned white as he felt free of his abandoned craft. My \$250 went a long way.

I never had to scrap a hull, but with a chainsaw and a rented truck it shouldn't be an impossible task. That is, if the Dump Officials accept this type of scrap. The Fine Line again.



It was a picture perfect Chesapeake anchorage, gentle, tree-covered hills running down to a single pier in a quiet, totally sheltered cove. Just 10 miles away, Solomon's Island was choked with sailboats. The difference? Here there was only 4' of water in the cove, 1' under our keel. *Sanderling* is set up to take advantage of such water, with her centerboards and kick-up spade rudder retracted, she draws only 2.8'. In the Chesapeake, this is a good thing, as the average water depth of the entire bay is only 15', and that includes some 200' spots! We circled the intended anchor spot, checking for surprise shallow areas or submerged snags, and rounded sharply upwind to come to a stop. There were thunderclouds so we wanted to be sure to set the anchor. We coasted to a stop, lowered the anchor, and backed down. Suddenly, the tiller twisted hard, then came free. What the...?

With the anchor set, I lowered myself over the side to have a feel around the rudder

## Trying out the Rudder

Mark Fisher

in the warm muddy shallows. Sure enough, I'd forgotten to retract the kick-up blade and wrung its little neck by backing down on it in the mud.

That time we were able to make up a replacement blade and repair the rudder post in one day, a helpful neighbor with a phone, a friend who was an out-of-work ship's carpenter, and a large woodworking shop were near that anchorage, but it was a sobering lesson on how vulnerable our steering system was. When we noticed on a later trip that the rudder post had been sprung again at some point, I started getting serious about coming up with something better.

My thoughts about something better centered on a nicer version of what we had. Our rudder, as delivered, was a roughly 3 square foot 3/4" plywood sheet that was weighted to swing down below the 2" stainless rod rudder post. In shallow water, the drill was to haul in a tail rope behind the transom. This pulled the board up but greatly restricted the rudder's swing when hoisted. (I'd discarded the original system where the rudder was hoisted in a bight of line between the two aft cleats, too much water drag from the line and chafe on the line itself.)

I thought about a rudder head, balanced on the rudder post, with a high aspect blade that would drop down behind the rudder post. The blade would be hoisted by a line that ran up through the post, using 2" OD heavy wall tubing instead of the existing solid rod. I would need to weight the blade to make sure it dropped when desired, and I would need to introduce some mechanical advantage as I was pulling that weight up 8" from the pivot point, perhaps a overcenter lever on the top of the tiller.

I worked up some drawings and started looking for materials. I already had most of a panel of 3/4 marine grade plywood from the earlier emergency repair, ("What grade plywood do you want? Marine grade? Yes, sir!") but I needed to hunt around for a new rudder post. (I had thought of just drilling through the length of the present post, but got the fish-eye from a couple of machine shops. "Stainless? Two foot centered bored hole? Are you kidding?"). I looked around for a stainless tubing supplier for 2" OD tubing. Ha. I found two folks that would order it for me for a mere \$275. Time to try surplus. I found a supplier in Richmond, Virginia (three hours away) that had some, but wouldn't ship. (I had an image of a nuclear sub with a 5' piece of reactor cooling pipe missing.) After running around in circles, I finally managed to sweet talk them into sending it UPS (no problem, actually). It arrived, wrong size! I had asked for 1-1/2" pipe, explaining that it needed to be around 2" OD for my needs. They'd heard "2" pipe" and custom cut it on that basis. My fault, I got to eat the delivered pipe. Anyone want a piece of SS rudder stock?

I ordered the right size pipe. As it was in the mail, I started thinking again, Phil Bolger is big on end plate rudders. If the end plate did as much as was promised, I would be better off in several ways. I would never have a kick-up blade to worry about, I would have a much simpler rig without control lines and levers, and I could put in an anti-crabpot strap from the skeg ahead of the prop to the rudder.

I had the original designer's (Walt Scott) drawings which showed pretty much what I was thinking of (although he hadn't anticipated an end plate). I'd talked to him, and he had reported that rudder control was not adequate as drawn, he'd moved the rudder back to the transom and given up on the anti-crabpot strap. I also talked to another owner that had done the same thing. For my part, however, I didn't want to give up that strap.

The rudder I drew up had about a 30% lead ahead of the rudder post and an 8" end plate, projecting 4" on each side. It was carefully faired around the rudder post. The rudder post had been slotted to hold the original kick-up rudder. Torque was transmitted by having one sheet of 3/4" ply run through that fork in the post, beefed up by a sheet of SS on



each side. The outside of the sandwich was outside layers of 3/4" ply run around the post, beefed up with 1/4" luan.

Laying out the pieces and cutting them was no problem. I used the SS sheet that had reinforced the original rudder, but pounded flat. I cut a trough-shaped mortise in the cheek pieces by sliding the wood over the table saw blade at an angle and gradually raising the blade. The trial fit looked pretty good, but I realized that the SS sheet would interfere with the lamination of the layers. I routed a large depression 1/16" deep over the area of the reinforcement.

The actual lamination was a bit of a circus act. All the tension of knowing that the epoxy would set soon, uncertainty about the exact amount of epoxy needed, and the weight of the rudder post to complicate handling the sandwich, all added to the mental load. I carefully coated the post itself in grease and wrapped it in Saran wrap, the hope was that I would be able to pull the post if needed, or for inspection. Next, for each element of the sandwich, I coated the faying surfaces with straight epoxy, then buttered them with filled epoxy, and raked with a grooved trowel. The sandwich was then squeezed under about 60 lbs. of lead and left to set up. The luan was clamped and secured with nails, copper, so as not to interfere with later shaping.

Back at the job, it became apparent that the post was never going to come out. I drilled the side pieces for through-bolts. These would keep the forks of the post from springing out and help to transmit torque to the blade. I then shaped and faired the side pieces using a belt sander and a jack plane, finishing up with a belt sander. Now the end plate was attached, epoxy with four bronze woodscrews. The forward end of the plate was square across to reduce the chances of catching a line in the notch between the leading edge of the rudder and the strap.

After final smoothing and shaping, I skinned the entire thing in fiberglass and epoxy. The fiberglass was intended only to provide a consistent epoxy film thickness, not for strength. The post protruded from the bottom of the blade, and I drilled and tapped the ex-

posed forks to attach a pivot plate for the anti-crabpot strap. It really looked like a rudder now!

On the first day of spring commissioning, we slid the new rudder up into its housing. I breathed easier as it was a couple inches shorter than the bottom of the skeg, the drawings had been right! The strap was measured and bent to fit and then lag-screwed to the skeg. Since the original drawings specified the strap, I could only hope that the skeg it fastened to had been built to take the load. Another boater was barrier coating his boat, and I was able to take his leftover barrier coat and do the rudder.

The only thing remaining was to see how it would work in the water. The kick-up rudder had been quite a handful in the up position or in reverse. As we motored out from the Travel Lift, I gingerly tested the tiller. Nothing out of the ordinary. As we cleared the docks, I gave it some gas. With the heavier propwash, I saw that the rudder wanted to swing over, not good, but *Sanderling* never did track well under power. I cut the engine back to idle, and the response became more neutral. I tried backing down, easy and positive control. We made our way back to the slip and breathed a sigh of relief.

A couple of weeks later, we really gave it a workout. The forecast was for snotty west winds on Saturday with northwest for Sunday. We sailed about 35 miles Saturday in wind varying from 5 to 30 knots. We learned that handling under sail is quite good, with weather helm related more to sail trim of the mizzen than anything else. Our destination was a branch of Worton Creek where we had run disastrously aground in our earlier boat.

In getting out Sunday, we discovered another useful quality of the new setup. As we touched bottom on the bar while leaving, we needed to make a quick turn toward deeper water. I kicked the rudder 40 degrees to starboard and gave it some gas. The new rudder with its big lead caught all the prop's thrust and diverted it to the side, swinging us up and getting us off the mud with little fuss. (What, us aground? Never!)

Fair winds!



## Dinghy Swinging

By Mark Fisher

Our shoal draft *Sanderling* (2'10" draft) has a shoal draft dinghy (*Feather*, 5" draft) to go in the really shallow water. *Feather* is built to justify her name, of monocoque strip plank with a total weight of only 60 lbs. for a 12' boat. However, when teetering on a 10" side deck, 60 lbs. are still plenty.

Our answer is to use the main boom to hoist her out of the water. We've made a few small changes that make it much easier. The main sheet tackle is attached to the boom on a rope strop that easily slips to a second thumb cleat further forward on the boom. The tackle also attaches to its traveler with a snap shackle. The dinghy has a permanently rigged bridle rigged fore and aft to single points. The main sheet tackle is slipped forward about 3' to the second thumb cleat to put the lifting point about where we want to place the dinghy, and the topping lift is used to set the boom sharply up. The main sheet tackle's snap shackle is unclipped from the traveler and transferred to the dinghy's lifting bridle, and the falls of the sheet led forward to the mast.

The "first crew" stands with his or her hip against the fork of the boom and gently leans against it to keep the boom over the dinghy and keep the entire rig away from *Sanderling*'s side. The dinghy is then hauled up until well clear of the water. The falls are then cleated off and the boom is allowed to swing back amidships. The dinghy is now floating just above its final resting place.

Now comes the part we haven't entirely figured out. The boat is stored inverted but it is hoisted right side up. While the first crew keeps *Feather* aligned, second crew moves forward and rolls the dinghy as far around as the bridle will allow. First crew then starts to lower the bridle gently as second crew keeps *Feather*'s delicate gunwales clear of the deck as the dinghy continues its roll to a full inverted position. We then re-position the boat in its chocks and secure the gripe, ready for the next day's sail.

## Good Skiffs

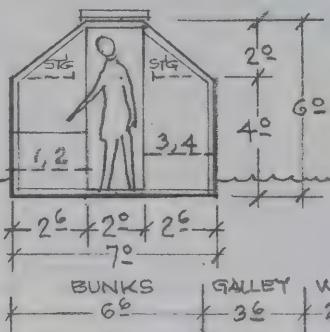
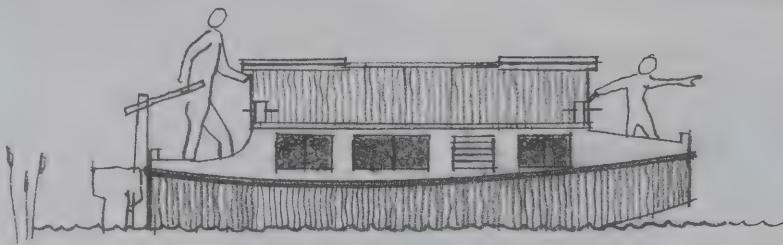
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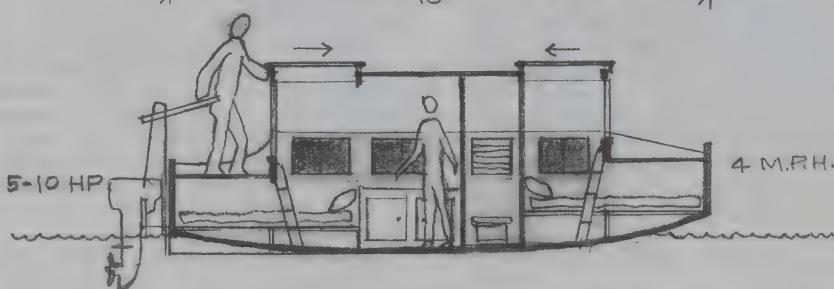
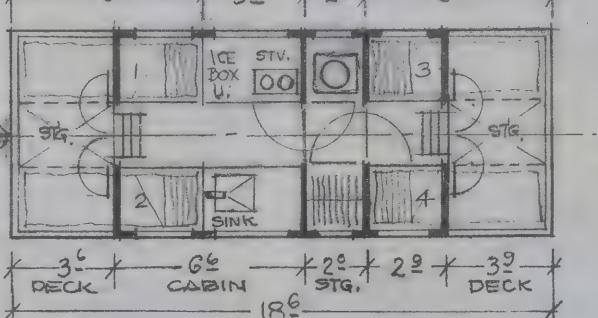
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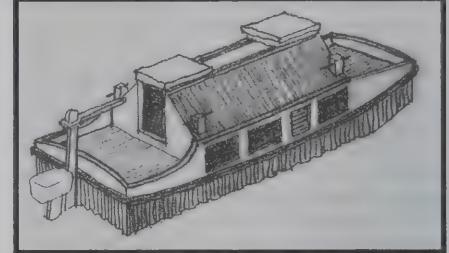
# L'ARK

A FOUR BERTH  
CANAL-CRUISER

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4720-7TH. AVE. NE SEATTLE, WA 98105 USA



## L'Ark

By Phil Thiel

L'Ark is designed for cruising on sheltered inland waterways in a leisurely and relaxed style. Accommodations include four berths arranged in two groups; as for two couples, parents with two children, or two ladies and two gentlemen along with generous galley and storage space and an enclosed toilet. Open decks fore and aft are for lounging and navigation. Propulsion recommended is a 5-10hp max. four-cycle outboard, for a sensible 4mph cruising speed. The simple punt-like hull and box cabin are constructed of waterproof plywood and standard dressed lumber, with exterior hull seams fiberglass taped and epoxied.

Philip Thiel, Naval Architect 4720 7th Ave. NE, Seattle WA 98105.

## SHIVER ME TIMBERS



by: Robert Summers

I GUESS CASH  
CANNOT BUY  
COMMON SENSE!



# River Rats

By Jim Betts



The basic premise is for a small, cheap to build, cheap to operate, vessel suitable for rivers, lakes and such, capable of cruising at a pace ranging from very slow to moderately fast. A sort of modern shantyboat.

Built of 3/8" marine plywood over few frames and basic bulkheads. Transom and flat-section bow of 1" plywood. Curved part of bow is easily bent by sawing plywood into 1' strips; fiberglassed inside and out.

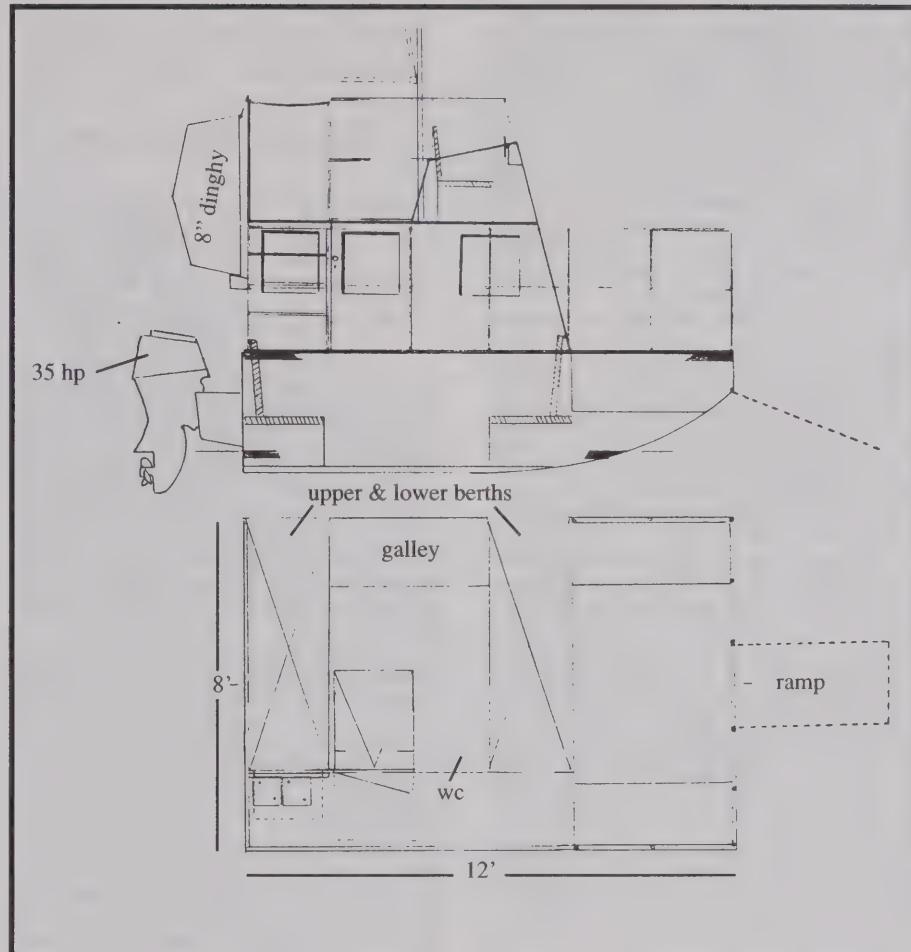
The accommodation plan offers berths for two (lowers only) or four with settee backs that fold up to form upper/lower berths. Four foot galley, enclosed (with a curtain) head that pulls out. Drawers under berths for clothing. Also water tank and batteries.

The cabin is offset to port (or starboard as you wish), which provides a side deck of about 2'. This will allow ease of docking and landing and is a nice deck to pace up and down. Fwd cockpit with seats. Fuel tank under one and locker under the other. 3' railing around.

The cabin is entered via a 3' door with hatch over and one-step ladder down (you will fall only once).

Flying bridge. Seat for two. There is no inside helm, but one could be fitted if the forward berth(s) eliminated. However, dual helm stations are complicated and costly. If you can't take the weather, stay off boats!

An 8' dinghy is carried on the after side of the cabin and is launched/retrieved with a boom from the mast. The boom swings over the side so the dinghy is not dragged over the motor. Such a dinghy is especially useful to go ashore when anchored out and also serves as a towboat if you go aground or grounded when the water falls to a lower level. Also handy for setting a stern anchor for pulling off a beach (and added fun if it is of the El Toro or



Sabot sailing type). The mast also acts as a support for a Bimini top over the helm station.

Because River Rats will be a relatively heavy-displacement vessel (around 1,100lbs) power to achieve speed of 20mph (no one says knots anymore) will be about 35-45hp. This is especially so if four persons of 150lbs each are aboard. The motor weighs 200lbs and fuel is about 350lbs. This combination of power and fuel should give a range of some 400 miles. This is especially important on stretches

of the Mississippi where fuel docks are about that far apart (upper river).

On a 12' boat, trim is often critical, especially at speed. It will be necessary for the "live ballast" (people) to move about to achieve this. Four 150lb persons equals 54% of the displacement (not startling information to former racers of small sailboats).

If this were pickled turnips, you would have a quart of them in a pint pot!

Jim Betts Design, P.O. Box 1309, Point Pleasant Beach, NJ 08742-1309.



The terms and ratios that follow are used by all yacht designers so it's a good idea to have an understanding of them if you are considering buying a boat, or having a custom design created (of a classical style, of course).

You may need to work out some of the ratios for the boats you are considering for purchase from the available information but the formulas are simple and can be handled by an inexpensive scientific calculator. The one I use in my design business is a Sharp EL-520, almost old enough to vote, and cost less than \$25 new, too many years ago.

**Length:** Different designers and builders have different ways of expressing Length. Length On Deck (LOD) is the true length, omitting rail overhangs, and is the honest way to describe the length of a boat. More usually, you will see it as Length Over All (LOA) which may be the LOD if the builder is honest but often includes rail overhangs, anchor sprits, bowsprits and even boomkinds if the builder is trying to sell a "larger" boat.

**Length Waterline:** LWL is an important figure to know as it more closely represents the useable size of the yacht than LOD or LOA, and it is a necessary figure in some of the other calculations. LWL is the length of the vessel as measured from the bow ending of the waterline to the stern ending. It should not include any rudder tip that may stick out past the aft end of the hull proper. The LWL will increase as the yacht sinks into the water with the added weight of stores and equipment over the years.

**Beam:** This is the greatest width of the hull and is often expressed as Beam (Max). Beam WL is the width at the LWL and is very useful to know, but not readily available as a rule.

**Draft:** This is the depth of the hull from the LWL to the bottom of the keel or fin. Like the LWL, it will vary with the weights of fuel, water, stores and the equipment added over the years and is usually somewhat more than the original designed or advertised draft. When you run onto a 4' deep rock in a boat with 3'9" draft it is always nice to know that it may not be your fault.

**Displacement:** If you weigh the boat on a scale, that is her actual (not advertised) displacement and it is the weight of sea water that she will displace when she is afloat. Most designers figure displacement when half loaded (the boat, not the designer) with stores, liquids and crew.

Displacement can be expressed in pounds, long tons or cubic feet; one ton = 2,240lbs = 35cf of sea water, at 64lbs/cf. Fresh water weighs only 62.4lbs/cf so a boat taken from sea water to fresh water will sink into the water and increase her draft slightly. For example, a boat weighing 7,500 pounds will displace 117.19cf of sea water or 120.19cf of fresh water. The difference is 3cf so, if her waterline area is 150s, she will sink 3/150 of a foot (about 1/4") when she is moved from salt to fresh water. It is truly insignificant for most sailors, unless you are skippering a 90,000 ton tanker.

**Center Of Buoyancy:** CB is often called Lateral Center of Buoyancy (LCB), it is the center of the underwater volume of the vessel and can be expressed as a distance abaft the forward end of the LWL, or abaft midships, or as a percentage of the LWL from the bow end. If the boat is to float on her LWL the center of gravity (CG) must be in line vertically

## From Ted Brewer Presents A Primer on Yacht Design

### Some Numbers

#### (More Than You Ever Wanted to Know)

(And please don't ask me what  
the metric equivalents are!)

with the CB, both fore and aft and athwartship. If the two centers are not in line the boat will change trim, and so change her underwater shape, until the new CB lines up with the CG.

For example; if your boat is floating perfectly in trim and you add 100lbs of davits and dingby aft you will move the center of gravity of the boat aft. The vessel will sink by the stern and the bow will come up until the underwater shape changes enough to move the CB over the new CG.

The same applies athwartship. With luck, the CB and the CG are both on the centerline of your boat so she floats level, without any heel angle. When you move to the starboard rail you move the CG off centerline to starboard, so the boat will heel until the change in underwater shape moves the CB vertically above the new CG.

**Center Of Floatation:** The CF is the center of the waterline area and is the pivot point about which the boat changes trim, much like the pivot in the center of a teeter totter. On normal sailing hulls the CP is somewhat abaft the CB and, like the CB, is expressed as a percentage of the LWL or a distance from either the bow end of the LWL or from amidships. Of course, as the boat changes trim, due to added weights at one end or the other, the LWL shape changes, so the CF will move slightly.

**Waterline Area:** This is the area of the LWL, usually expressed in square feet. It is not always easily obtained but can be calculated roughly for a sailboat by the formula .67 x LWL x Beam. It is more accurate if you have the Beam WL rather than the Beam (Max), of course. Knowing the LWL area is essential in working out the following calculations.

**Fineness Coefficient:** (Cf) is also called the Waterplane Coefficient, or Cwp. The Cf is a figure derived from: LWL Area/LWL x Beam WL. The lower the Cf, the finer the hull at the waterline. Typical sailboats have a Cf of .65-.68.

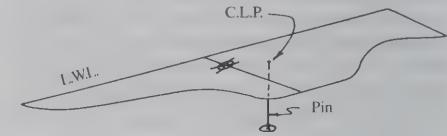


The fineness coefficient relates the WL area to the area of the rectangle.

**Pounds Per Inch Immersion:** (PPI) is the weight required to sink the yacht one inch. It is calculated by multiplying the LWL area by 5.333 for sea water or 5.2 for fresh. The PPI usually increases as the hull sinks into the water as the LWL area is also increasing due to the shape of the hull above water.

**Moment to Trim One Inch:** MTI is the moment, expressed in foot-pounds, that will change the fore and aft trim of the yacht one inch. For a displacement hull, the MTI is roughly (but close enough for all practical purposes), .35 times the square of the waterline area divided by the WL beam. For example; a boat has a LWL area of 165sf and a beam WL of 8'. MTI is  $.35 \times 165 \times 165 / 8 = 1,191$  ft-lbs., say 1,200 for rough figuring. Now you hang a 100 pound dink 18' abaft the CB. You've added 1800 ft-lbs of aft moment so the boat will trim  $1800/1200 = 1.5"$  down by the stern. However, the boat does trim about its CF and, as that is usually abaft amidships, the stern will move less than the bow. You might find that she trims 5/8" down by the stern, and 7/8" up by the bow, making a total trim change of 1.5".

**Center Of Lateral Plane:** CLP is also called Center Of Lateral Resistance (CLR). This indicates the center of the hull's underwater area as viewed from the side. The CLP is readily found by tracing the outline of the underwater hull on paper, cutting it out, and balancing it on a pin. Some designers omit the rudder area when finding the CLP; others use 1/3 to 1/2 the rudder area.



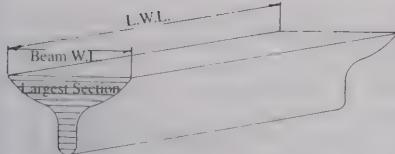
Locating C.L.P by balancing cutout of underwater profile.

**Wetted Surface:** WS is the area in square feet of the underbody of the yacht, including the fin, rudder and skeg. A boat with a large WS will have more surface friction than a boat with lesser WS and be slightly slower given the same sail area due to the greater resistance. This is most important in light air as, at slower speeds, surface friction is the primary cause of resistance.

**Prismatic Coefficient:** Cp is a figure that relates the fullness of the ends of the underwater hull to the area of the midship or largest station. The sketch will explain it better than words can. The Cp is the percentage of the original shape that remains after the hull is carved out. The more that is cut away to "carve" the hull, the finer the ends and the lower the Cp, and vice versa.

The proper Cp for a hull depends on the intended speed and is related to another figure called the speed/length ratio, written V/L. The correct Cp for various are as follows: 1.0 and below - .525, 1.1 - .54, 1.2 - .58, 1.3 - .62, 1.4 - .64.

Selecting the correct Cp for a sailing yacht depends on her speed which, of course, varies with the winds. For an inshore racer in primarily light air conditions it might be wise to go to a .525 Cp, while an all around cruising yacht would benefit from a higher Cp, say .54-.55 and an ocean racer from higher yet, perhaps .56-.57. In any case, it is best if the Cp is a bit on the high side since the penalty for having too high a Cp at low speeds is less detrimental to performance than having too low a Cp at high speeds. As well, the high Cp should be achieved by fullness aft, not forward, as full bows have an adverse effect on performance.



The prismatic coefficient is the amount of this "prism" that remains after the hull is carved out. A high Cp indicates a bulkier hull.

**Speed/Length Ratio: V/L.5**: is the speed in knots divided by the square root of the LWL. For example, a 25' waterline sailboat moving at 5.5kts would be at a V/L.5 of 1.1. while a 400' LWL destroyer travelling at 22kts also has a V/L.5 of 1.1. Both would develop about the same resistance per ton of displacement as they are both running at the same V/L.5.

The limiting speed for a pure displacement hull is a V/L.5 of 1.34. Above this speed the stern wave moves aft so that the stern loses buoyancy, the hull squats, and great additional power is necessary for a small gain in speed. In truth, the typical cruising sailboat probably averages a V/L.5 of about .9-.1.0 and only gets close to 1.3 when reaching in a stiff breeze. Tender boats may never get above 1.2 as the crew has to ease sheets when the rail buries!

The modern beamy, super light ocean racer can have a stern wide enough to resist squatting and the stability to stand up to a breeze so often achieves speeds well above 1.4, but that is semi-planing and the boat in getting lift aft due to its speed. My BOC 60 design exceeded 20kts at times, a V/L.5 ratio of over 2.6, but those are very specialised yachts.

**Half Angle Of Entrance:** The angle, measured at the LWL, between the hull centerline and the actual waterline shape. Fine angles are desirable for good performance but can be overdone, creating a wet boat in a seaway. Angles below 19-20 degrees would be considered fine, 20-24 degrees is fairly usual for a cruising yacht and angles of 25 degrees and above are considered bluff bows today but were fairly common in the '60s.

**J,I,P,E:** These are letters that you will see on the sail plans of many modern cruiser racers and denote the rig dimensions. J is the length of the foretriangle on deck, from the mast to the headstay. I is the height of the foretriangle from the sheer to where the headstay intersects the mast. P is the main luff and E is the main foot. yawls and ketches will also have Pmiz and Emiz to show mizzen dimensions.

**Center Of Effort:** CE is the center of the area of the sails. The CE is usually determined using 100% of the foretriangle area, omitting the overlap of genoa jibs. On some boats that do not carry genoas the CE may be calculated as the center of the working sails. Both the CE and the CLP may be shown on sail plans and the CE will be forward of the CLP by a distance known as LEAD. The LEAD (pronounced "leed") is essential to provide a balanced helm and the amount of lead is based on certain characteristics of the vessel.

**Displacement/Length Ratio:** D/L ratio is a non-dimensional figure derived from the displacement in tons (of 2240lbs) divided by .01 LWL cubed, or,  $D/(.01 \text{ LWL})^3$ . It allows us to compare the displacement of boats of widely different LWLs. Some examples of various D/L ratios follow, but are generalities only as

there is often a wide range within each type.

Light racing multihull 40-50  
Ultra light ocean racer 60-100



Lead is the distance from CE to CLP and is expressed as a % of length waterline.

Very light ocean racer 100-150

Light cruiser/racer 150-200

Light cruising auxiliary 200-250

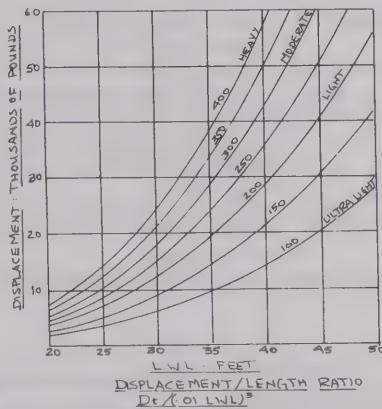
Average cruising auxiliary 250-300

Heavy cruising auxiliary 300-350

Very heavy cruising auxiliary 350-400

*Storm*, a wonderful 27' LWL sloop on which I raced with Bill Luders many years ago, had a D/L ratio of 386 so she would be considered very heavy by today's standards. However *Storm* was 39' LOA and when she heeled to a breeze her long ends would increase her sailing LWL, thus reducing her D/L ratio to a more reasonable figure when we were beating to windward. If she picked up 3' of WL her D/L ratio dropped to about 281, a significant change, and one that made her a very competitive racer in the 1960s.

**Sail Area/Displacement Ratio: SA/D**: ratio is the sail area in sf divided by the displacement in cf to the 2/3 power, or  $SA/D^{.667}$ . Ratios below 14 are suited for motor sailers, from 14-17 for ocean cruisers and from 16-18 for typical coastal cruisers. Ratios over 18-20 are seen on racing dinghies, inshore racers and ocean racing yachts. The more extreme screamers can have very high SA/D ratios indeed; My 60' design, *Wild Thing*, had a SA/D



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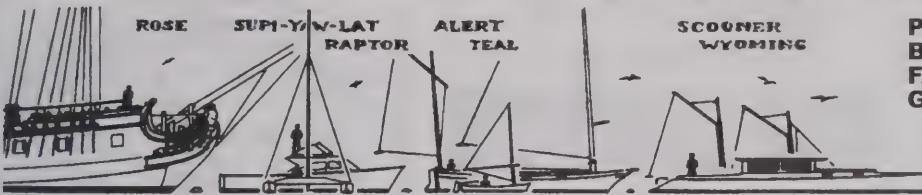
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Recently we showed our Windermere cruiser (Design #633) and one of her design details warrants closer examination, as it can be fitted to a range of other craft as well, with size and geometries adjusted respectively. This is an unusual set-up, but one we think will be extremely useful in frequent daily anchoring, keeping the bow from being damaged by chain and anchor, and keeping it clean from bottom muck by allowing dragging the dirty bottom end of your ground tackle through the water at idle in gear until clean enough for completed retrieval. Cost of it should be recovered by preventing damage to boat and back.

Let's look at the hardware involved - figure \$200-220 in saltwater durable materials, customizable in its sizes and proportions to your project - once the simple basics are clear:

Anchor davit 2" standard galvanized pipe (2.375 o.d.), 72" long, capped top and bottom against rain, pivoting in bottom socket and around semi-collar on the breasthook, liberally lubricated.

Boom 1" pipe, 56" long including 1/8 x 1" straps to 3/8" pivot bolt through the vertical pipe. Adjust angle of boom when without load by raising or lowering its peak halyard attached to eyebolt at boom tip, run via block on 2" pipe to cleat bolted to same on one side.

Mount on through-bolted 3/8" galv eyebolt through tip of boom one Size 4 Lobster Block (high lip) from Hamilton Marine of Portland, Maine (207) 774-1772 (\$162 in 2001).

Drill 3/8" hole to be oriented exactly fore-and-aft when arm is oriented fore-and-aft,

## Bolger on Design

### A Handy Anchor Davit Solution

usually run out over the bow to not whack your head step out from helm, to allow insertion of 6" galv eyebolt (for easier grip) secured with lanyard to eye in anchor well, through pipe and into mooring post. This will lock anchor davit either fore or aft, with other angles of 4 additional holes conceivable such as a 60 degrees off straight forward either side; the latter may be an option until the plain centerline position has proven insufficient. To keep perforations of davit mast to a minimum, consider only starboard or port 60 degree holes reflecting your handedness' or other factors, such as either getting the anchor out of the way or using it as a directional vane to quickly indicate unsteady steering or drifts off course.

Here is how it works:

Break anchor out under prop power and shift back to neutral.

Now this sturdy open block allows throwing anchor rode/chain over it.

Then swing the arm out and away from her topsides either all the way forward or to whatever position you like and lock it there

by inserting that eyebolt through the 2" pipe and into the mooring post.

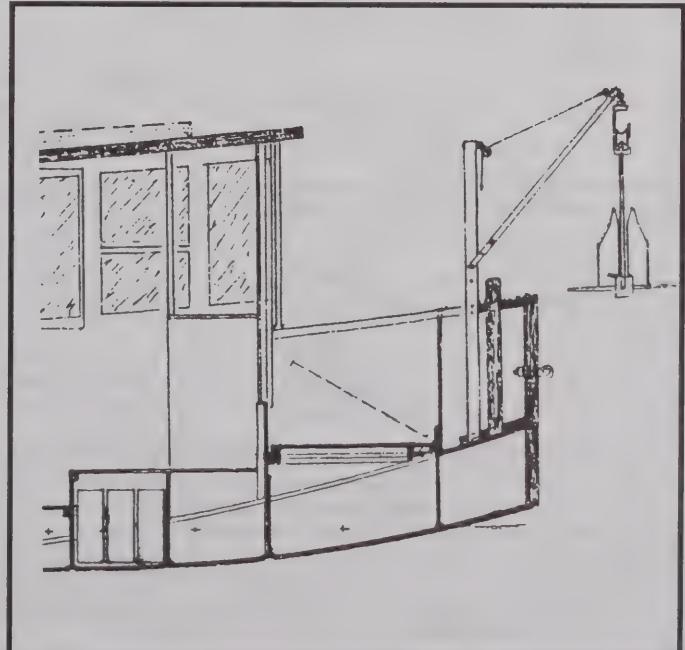
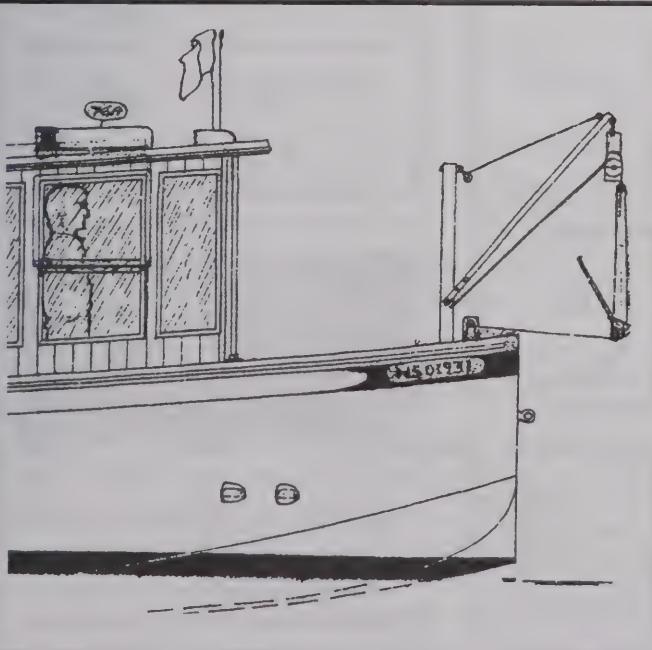
With the arm's movement arrest, you can put some elbow grease into the process and start hoisting rode and anchor until the mucky end shows around the water surface.

Put the boat into gear again, idle rpm, and movement through the water will clean most if not all junk off the ground tackle.

When you're satisfied with the state of affairs of anchor hygiene, unlock the davit's pivot action and swing anchor over gunwale and into forward cockpit for storage.

The anchor shown is a 30-lb. Danforth type that stows up and down the after face of ground tackle bulkhead with stock across the breast hook. Warp and chain stow in the fore peak forward of ground tackle bulkhead. This should work as well with small power winch/capstan assuming you don't try to break out a recalcitrant anchor while rode/chain are already hung over the block. The block can likely take it (rated at 1500 lbs.) but the davit assembly won't.

During riverine or inshore exploration adventures, frequent use of anchor throughout the day indicates keeping the davit and anchor pointing forward for ready on-demand dropping of ground tackle, with anchor secured against wild swings by small lanyard to carbine hook into the eye in the crown of the anchor. This geometry used to be rather customary on craft up to large sizes. We like the appearance as well, purposeful and matching, for instance, Windermere's upright posture.



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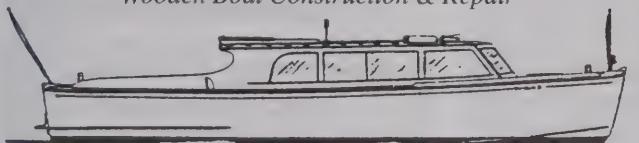


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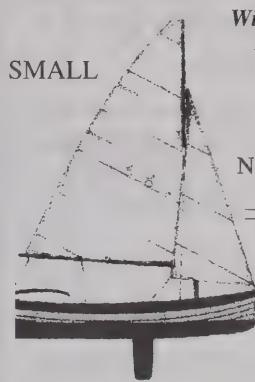
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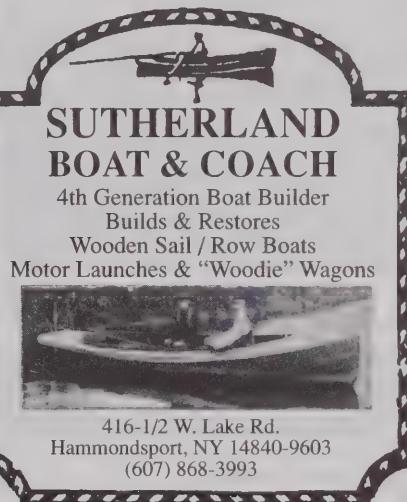
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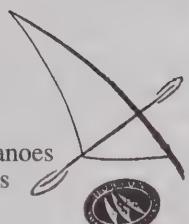
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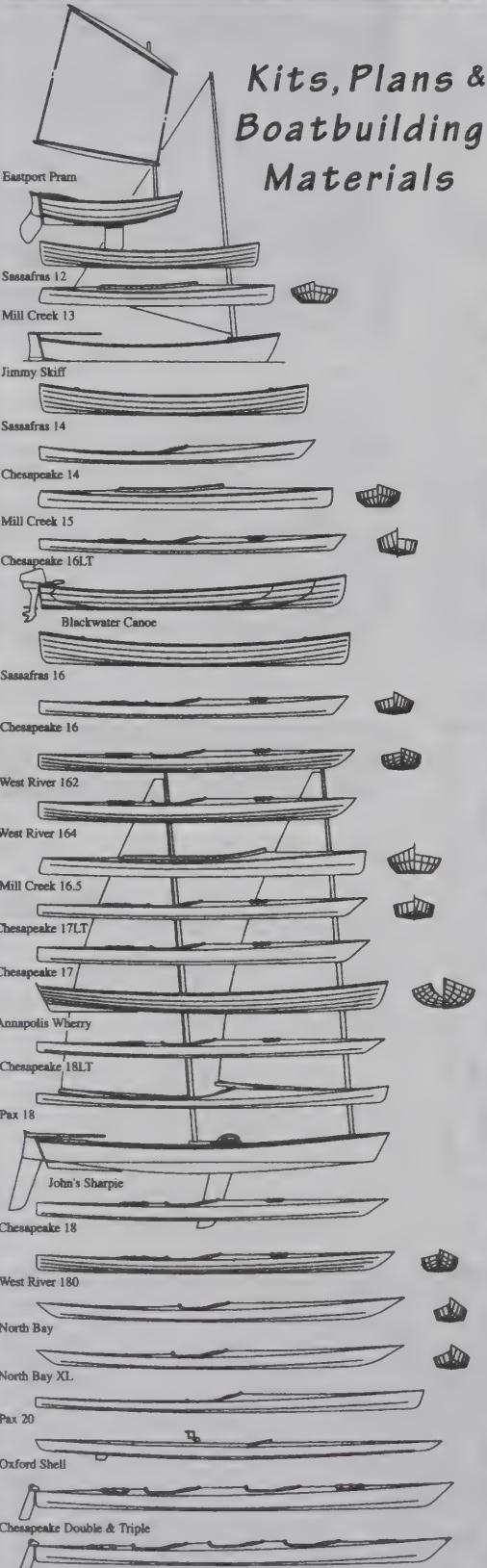
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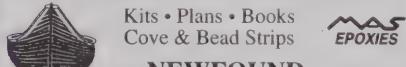
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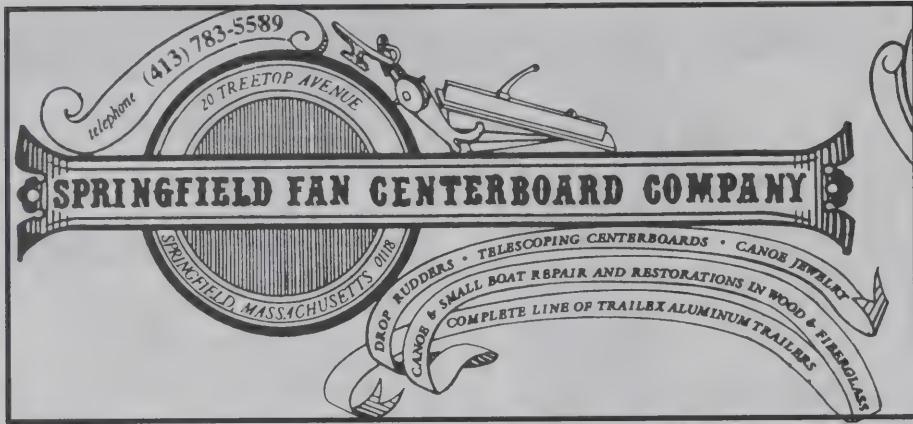
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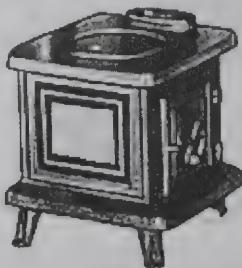
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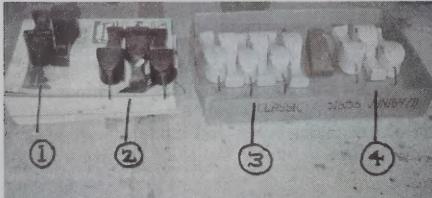
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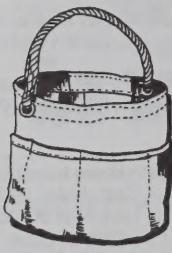
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**Old 1 or 2 Cylinder Engines**, parts, etc. Palmer preferred but interested in anything. JOHN WHEBLE, Kingston, MA, (781) 585-6962. (17)

**Boom Brake**, for 30' sloop. **Outrigger Skate**, for Penguin alum iceboat (uses Sunfish sail, nd skate & fitting). Interested in other Penguin parts too. E. CASS, 81 HCK, Wellington, ME 04942, (207) 683-2435, <edeshea@tdstelme.net> (17)

**Kickup rudder** for conventional hull with transom, centerboard sailing dinghy. Anything from a Penguin, Blue Jay, etc. should do fine. LEE TRACHTENBERG, FINNUS505@aol.com, 317-852-5212, PO Box 490, Brownsburg, IN 46112. (17)

## BOOKS & PLANS FOR SALE

**"Sleeper"**, 7'10" caroppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)

**BOAT PLANS & KITS - WWW.GLEN-L.COM:** Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes **FREE** Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00. GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, [www.Glen-L.com](http://www.Glen-L.com) (TFP)



**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

**Row to Alaska by Wind & Oar**, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221 (TF)



**Nutmeg (aka \$200 Sailboat)**, Bolger design, 15'6" x 4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davencarnell@att.net> (TFP)

**From My Old Boat Shop**, Weston Farmer's great book republished with added Farmer material. \$49.95 + \$3 S&H, or send SASE for descriptive bulletin.

WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391 (TF)

**Interesting Magazine Assortment: Watercraft, Better Boats & Boatbuilding from Great Britain (4), Multihulls (7), Steamboat Bill, Journal of the Steamship Historical Society of America (6), Maine Boats & Harbors (2), Living Aboard (1), Open Water Rowing (10), Folding Kayaker (5).** All are recent issues, 2000-2001. Before I trashed them I thought I'd see if anyone out there would like to have them for the cost of shipping and packaging. \$10 the lot. First call takes them.

BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm.

**Unused Boat Plans**, kayaks & canoes. Marine books & magazines such as *WB*, *PBB*, *MAIB*, *Sea Kayaker*, etc. Send for list.

JOE D. COX, 3989 N. 900W, Farmland, IN 47340, (765) 468-8569, <joedcox@hotmail.com> (18)

**Plans**, for R.H. Turner's Jarcat catamaran. \$150. Wittholz 18' Downeaster runabout, incl 3 *WoodenBoat* "How To" mags. \$50.

RAINER K. KERN, (281) 342-2692, <bubba6@evl.net> (18)

**Copies of Pans**, from 20 Boats, Boatbuilder's Annuals, Boatbuilding Annuals, Motorboating Ideal Series.

BILL SHAUGANESEY, 162A Lake Saunders Dr., Tavares, FL 32778, <jshaug3839@aol.com> (18)

## BOOKS & PLANS WANTED

**Book Wanted**, Royal Lowell, Boatbuilders Down East: *How to Build a Maine Lobster Boat*, International Marine Publishing '77. I'm planning to build a "large" RC model. All I really need to get started is a set of lines. Can anyone help?

STEVE LEVESQUE, 23 Colonial Way, Plainville, MA 02762, (508) 643-0589 days, (508) 695-5921 eves. (17)

## MARINE RELATED ITEMS FOR SALE

**Free Acrylic Painting of Your Boat**, will still do free pictures of your boat but \$50 for 9" x 12" & \$100 for 18" x 24" will get your painting done first. Send no money until you get a painting you like. SAM CHAPIN, 3A 12th Ave., Key West, FL 33040 (TF)

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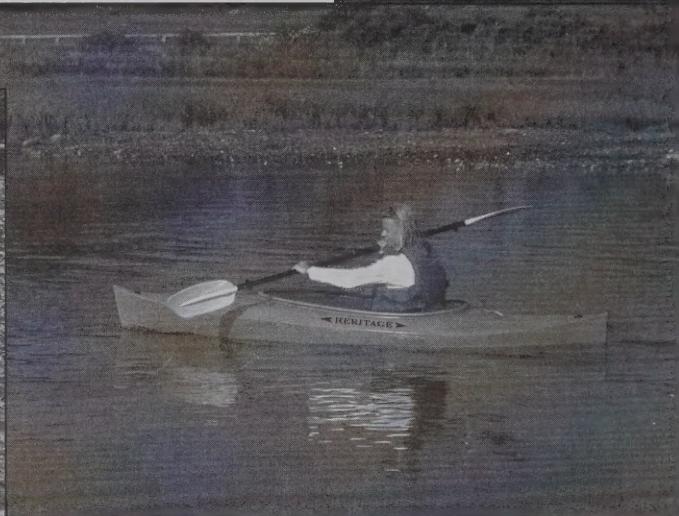
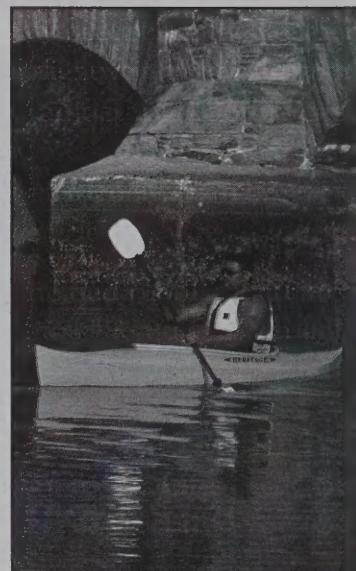


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